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PRIVATE RESIDENTS AT THE
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NEWS OF THE FAR EAST
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with which is incorporated the
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Hongkong Daily Press.

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HOT or COLD beverages maintained at
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NEW PIANOS ON HIRE

AT \$10 PER MONTH.
TUNING AND
REGULAR
ATTENTION
INCLUSIVE.

S. MOUTRIE & CO., LIMITED.

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Hongkong, 1st October, 1908. [a40-1]

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PORTLAND CEMENT.
In Casks 375 lbs. net \$5.50 per cask ex Factory
In Bags 250 lbs. net \$3.45 per bag ex Factory
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 29th April, 1908. [a1647]

THE GRAND HOTEL.

DIVISION STREET, KOBE.
FIRST-CLASS CUISINE.
COMFORTABLE & AIRY BEDROOMS.
Situated in close proximity to the Harbour
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BEST WINES AND LIQUORS SUPPLIED.
Special arrangements for a long stay.
F. DOMBALLE
M. MAILLE Proprietaires.
[a46]

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1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
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8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m.
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8.00 a.m. to 9.00 a.m. Every 15 minutes.
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9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 12.00 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 6.00 p.m. Every 10 minutes.
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NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to
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SPECIAL CARS by arrangement at the
Company's Office, Alexandra Buildings, Des
Voeux Road Central.
JOHN D. HUMPHREYS & SON,
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Hongkong 9th May, 1907. 1374

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"ALL NIGHT"
DRUG STORE
You can get what you need at WATKINS DISPENSARY any hour of the night.
All that you need to get prompt, cheerful attention is to press the night bell.
This night service is intended entirely as an accommodation to our customers. It is
given willingly—cheerfully.
The charges during the night hours are the same as by day.

QUALIFIED ENGLISH CHEMISTS
WILL ALWAYS BE ON DUTY TO
DISPENSE PRESCRIPTIONS.
WATKINS, LIMITED,
CHEMISTS AND DRUGGISTS,
APOTHECARIES' HALL,
WATKINS' BUILDING,
31, Queen's Road Central,
HONGKONG.
NIGHT AND DAY TELEPHONE: 492. [a39]

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WINE & SPIRIT MERCHANTS
OF
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.
ESTABLISHED 1815.
Per Case.
BRANDY ★★★★★ - - - \$22.50
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WHISKY, PALL MALL - - - 20.00
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BENEDICTINE, D.O.M. - - - QTS. 40.00 Pts. 42.00
THE ABOVE ARE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,
HONGKONG AGENTS.
[a51]

LANE, CRAWFORD & CO.
AERTEX CELLULAR
TENNIS SHIRTS.
\$3.75 EACH 6 FOR \$21.

"COTELLA" TENNIS SHIRTS.
\$2.50 EACH 6 FOR \$13.50.

TENNIS BOOTS & SHOES.
\$5.00 TO \$12 PER PAIR.

WHITE FELT TENNIS HATS.
AYRES AND SLAZENGERS

1909 TENNIS BALLS.
LANE, CRAWFORD & CO.
Hongkong, 8th March, 1909. [a33]

TRADE MARK
The GOLD MEDAL for Quality in the
Franco-British Exhibition has been awarded to
"WHITE HORSE"
WHISKY.
To His Majesty
THE KING
By Royal
Appointment.
LANE, CRAWFORD & CO.
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MACKIE & CO. DISTILLERS LTD.
L'AGAVILLIN DISTILLERY, ISLAY.
W. & A. MILL
W. & A. MILL
GLENLIVET
Estab. 1742.
\$15 PER DOZ.
NOTE—Any persons proved guilty of re-filling our empty bottles with inferior Whisky
will be refused supplies. [a34]

GUINNESS'S STOUT
AND
BASS & Co.'s PALE ALE,
"HORSE HEAD" BRAND.
IN QUARTS, PINTS AND SPLITS.
CALDBECK, MACGREGOR & CO.,
WINE & SPIRIT MERCHANTS.
15, Queen's Road Central.
[a35]
Hongkong, 4th March, 1909.

C. LAZARUS & COMPANY,
60 AND 61, BENTINCK STREET,
CALCUTTA.
BILLIARD TABLE MANUFACTURERS.

**THE STANDARD INDIAN
BILLIARD TABLE,**
Complete with all Accessories for Billiards and packed for Shipment,
Rs 1.460.
C. LAZARUS & CO., CALCUTTA.
985-3

INSURANCES
THE GLOBUS INSURANCE COMPANY
OF HAMBURG.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
CARLOWITZ & Co.,
Hongkong, 15th August 1906. [28]
INTIMATIONS
HONGKONG REGATTA.
ON SATURDAY, 20TH MARCH.
Under the Patronage of Their Excellencies
Sir FREDERICK LUGARD, K.C.M.G., C.B.,
D.S.O., &c.,
Vice-Admiral Sir HEDWORTH LAMONT,
K.C.B., R.N.,
Major-General E. G. BROADWOOD, C.B.
THE RACING course, closed at NOON, and
continues until 5 P.M., the Junior Plate
Race being rowed at 1 P.M. after which Tiffin
will be served on board the Flagship.
The Band of the Buffs will render selections
during the afternoon.
YACHT RACES and a MOTOR-BOAT RACE
will take place also.
After the last race, Mrs. BASIL TAYLOR has
kindly consented to present the Prizes.
The Committee request the pleasure of the
presence of the Ladies of Hongkong.
Launches will leave Blake Pier for the Flag-
ship at 11.30 A.M. and at frequent intervals
until 2.30 P.M. returning after the last race.
Tickets for the Flagship and Tiffin may be
obtained from Lieut. Colonel CHAPMAN and the
undersigned, or from Messrs. Kelly & Walsh,
price Flagship \$1.00, Tiffin \$1.25. It is requested
that early application may be made for the
latter, to ensure the necessary accommodation.
Launches following the races must keep return
of the Umpire's launch in order not to interfere
with competing crews.
HEDLEY G. WHITE,
Hon. Secretary.
Hongkong, 13th March, 1909. [465]
SIEN TING
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905. 1327
FILM! FILM!!
KODAK FILM.
DEVELOPING AND PRINTING
[SPECIALITY].
A TACK & CO.,
26, DES VOEUX ROAD, CENTRAL.
Hongkong, 12th March, 1909. [37]
A LING & CO.,
19, QUEEN'S ROAD CENTRAL.
FURNITURE AND PHOTO GOODS
STORE.
Photographic Goods of every Description
in Stock.
Developing and Printing Undertaken.
Hongkong, 31st July, 1907. [1448]
COLD STORAGE.
THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong 1st April, 1908. [48]

SUTTON'S SEEDS.
Special Selections for South China.
CHINA EXPRESS CO.
3, Daddell Street, Hongkong.
Shipping and Insurance Agents.
Hongkong, 22nd January, 1909. [50]
SINGON & CO.
IRON, STEEL, METAL AND HARD-
WARE MERCHANTS. Wholesale and
Retail. Ironmongers, Pig Iron and
Foundry Coke Importers. General Store-
keepers and Shipchangers. Nos. 35 & 37, HING
LEONG STREET, (2nd Street, west of Central
Market) Telephone No. 515. [660]
**AUTOMATIC BROWNING
POCKET PISTOLS.**
CALIBRE 7.65 mm.
With CHAMBER for 8 CARTRIDGES
FIRING 8 SHOTS in 2 SECONDS.
SIEMSEN & Co.
Hongkong, 6th March, 1907. [47]
NEW CARTRIDGES.
BY popular English Manufacturers. In
all Bore and Sizes.
SMOKELESS POWDERS and CHILLED
SHOTS. From No. 10 to 55SG. at \$6.57 and
\$7.50 per 100. SPORTING REQUISITES
and AIR GUNS in Variety.
Inspection Invited.
WM. SCHMIDT & Co.
Hongkong, 26th October, 1906. [1445]

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SHAMKIN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMKIN."
SITUATED ON THE BRITISH CONCESSION.
MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUPRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]
HOTEL RIPOSO.
BEXHILL-ON-SEA.
THE attention of intending visitors to Eng-
land is courteously directed to the above
private Hotel, widely renowned for comfort,
and its excellent English catering and cooking.
It adjoins good Golf Links and overlooks Sea
on South and West. Climate sunny and
bracing. Terms from 8/- per day inclusive.
Resident Proprietress Mrs. Gibson. [266]

HOTELS HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.
Dining accommodation for 300 Persons.
String Band Plays during Tiffin and Dinner.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.
Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.
Every Comfort.
Ladies' Afternoon Tea Rooms.
Ladies' Cloak Rooms.
Matron in attendance.
CHARGES MODERATE, AND NO EXTRAS.
A. F. DAVIES, Manager.
[a42]

KING EDWARD HOTEL.
A HIGH CLASS PRIVATE HOTEL.
Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted; Electric Fans (if
required).
Electric Passenger Elevator to each floor.
Table D'Hôte at separate tables.
For Terms, &c., apply to the
MANAGER.
Hongkong, 24th July, 1905. [a230]

"KINGSCLERE,"
PRIVATE HOTEL.
APPROACH FROM KENNEDY ROAD AND
MAUDSLOE ROAD.
Telephone No. 134.
Telegraphic Address: "SACHSOLA."
A.B.C. Code, 5th Ed.
ELECTRIC LIGHT, Hot and Cold Water
throughout. Billiards, Tennis, Croquet,
putting green and fine stabling for horses.
[a45] Proprietress, Mrs. G. SACHSE.

"BRAESIDE,"
PRIVATE HOTEL.
STANDING in its own grounds with Tennis
and Croquet Lawns, Large Airy and
Well Furnished Rooms, every home comfort.
Fine View of the Harbour.
Telephone No. 690.
Apply to Mrs. F. W. WATTS,
"Braeside," 20, Macdonnell Road.
Hongkong, 4th December, 1907. [a44]

ORIENTAL HOTEL
TELEPHONE 197.
No. 2, QUEEN'S ROAD CENTRAL.
M. MATTHAEY, Proprietress.
A thoroughly First-Class and Up-to-Date Hotel.
Large and Airy Rooms, affording every comfort
to Residents and Tourists.
Table D'Hôte at Separate Tables.
MODERATE RATES.
Telegraphic address: "Comfort," Hongkong.
For Particulars, apply to
M. MATTHAEY,
Proprietress.
Hongkong, 5th October, 1908. [a43]

"BOA VISTA"
(HOTEL-SANITARIUM OF SOUTH
CHINA).
MACAO.

THE Hotel is under European manage-
ment and most strict supervision as to
food, cleanliness and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous to
a few days rest and quiet.
Comfortable accommodation for travellers
paying a visit to the historical and picturesque
colony of Macao.
Macao is 40 miles south-west of Hongkong.
Two steamers (s.s. Sui An and Sui Tai) daily to
and from Hongkong, and two steamers to and
from Canton, give easy communication with
both these centres.
Cable Address—"BOA VISTA."
For Terms, apply to
THE MANAGER.
[a196]

VICTORIA HOTEL
SHAMKIN—CANTON.
MANAGER—MR. H. HAYNES.
Telegraphic address—"VICTORIA, SHAMKIN."
SITUATED ON THE BRITISH CONCESSION.

MACAO HOTEL.
MACAO.
MANAGER—MR. H. N. BEAUPRE.
Telegraphic address—"FARMER, MACAO."
SITUATED IN THE CENTRE OF PRAYA GRANDE.
Both Hotels electrically lighted, and under
experienced European Supervision.
GUIDES AND CHAIRS PROVIDED.
Every information and Special attention given
to Tourists.
REASONABLE RATES.
WM. FARMER,
Proprietor.
[a1623]

HOTEL RIPOSO.
BEXHILL-ON-SEA.
THE attention of intending visitors to Eng-
land is courteously directed to the above
private Hotel, widely renowned for comfort,
and its excellent English catering and cooking.
It adjoins good Golf Links and overlooks Sea
on South and West. Climate sunny and
bracing. Terms from 8/- per day inclusive.
Resident Proprietress Mrs. Gibson. [266]

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A. S. WATSON & CO.
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS

CHAMPAGNE

DE ST. MARCEAUX & Co.,
REIMS.

VINTAGES

1898 & 1900.

VIN BRUT AND VERY DRY.

PER CASE 1 DOZ. QUARTS.

PRICE \$52.00

PER CASE 2 DOZ. PINTS.

PRICE \$54.00

CHAMPAGNE

DE ST. MARCEAUX & Co.,
is the most Popular Wine in England
and Europe To-day and invariably figures
on the Menus of Banquets, Dinners, and
Suppers given by Reigning Monarchs,
Ministers of State, Merchant Guilds,
Sporting Clubs, &c. &c.

SOLE AGENTS—

A. S. WATSON & CO.,
LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 12th February, 1909.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news
of the day should be addressed to the Editor.
Correspondents must forward their names and
addresses with communications addressed to the
Editor, not for publication but as evidence of
good faith.All letters for publication should be written on
one side of paper only.
No anonymous signed communications that
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P. O. Box, 84. Telephone No. 12.HONGKONG OFFICE: 10A, DES VŒUX ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 16TH 1909.

We doubt whether the Naval Programme for the ensuing year which was laid before the Imperial Parliament last Friday comes up to the expectations entertained in Naval circles at Home. Only four capital ships are to be laid down in the coming year whereas six, at least, were hoped for. The argument for six was that Germany is laying down four this year and the United States two, so that if the British Estimates made provision for only six battleships the result would necessarily be no more than a maintenance of the existing situation. Mr. Asquith promised something more than the actual two-Power standard; he promised a margin of 10 per cent superiority, and this is regarded in Naval circles as an integral part of the two-Power standard. Consequently the Government programme is likely to be condemned as inadequate, for it does not keep pace in capital ships with what Germany is doing. Germany is to go on systematically laying down four ships a year in the next few years, and as we have had President Taft declaring himself in favour of a big navy the probability is suggested that the United States may not be satisfied to build in future at the comparatively modest rate of two ships a year. In calculating what programme is necessary if Great Britain is to maintain the two-Power standard, we think it was the Naval correspondent of the Times who was recently insisting that consideration must be given to the fact that our present naval superiority depends in

great measure on the inclusion of a large proportion of elderly ships in the list, and that weeding out must begin for Great Britain sooner than for either of her competitors, and would have to be carried out "more thoroughly" than has been the case heretofore. This writer therefore found it difficult to believe that even six ships a year would suffice to maintain a bare equality in the near future.

The Navy Estimates for the coming year, as they have been presented to Parliament show an increase of £2,823,200 on the Estimates of last year, and less than half that sum represents the increase in new construction. Though the total of the Estimates is higher than it has ever been before, it only exceeds the gross estimate for 1905-1906 by about £70,000. The actual expenditure, however, in that year was not more than £33,151,841 and since then there has been steady reduction until last year when the net estimate of £32,319,500 was £900,000 in excess of that of the previous year. Regarded as a premium for insurance on the mercantile shipping of the Empire, the naval expenditure of Great Britain has been calculated to be less than 3 per cent, which is much below the cost to any other Power. The gross tonnage of the Mercantile Marine of the British Empire totals about 18,000,000 tons, which carries the annual value of nearly £1,500,000,000. The latest statistics we have at hand, those for 1906-7, show that other nations spend as follows (in millions of £):—U.S.A. 25.1 to protect 4,241,590 tons of mercantile shipping; Japan 5.2 for 1,000,000 tons; Russia 12.4 for 913,133 tons; Germany 11.4 for 3,810,353 tons; and France 12.8 for 1,741,195 tons. From figures such as these the British taxpayer may derive much satisfaction, and they reconcile him to the additional burden which the maintenance of a two-Power standard involves. How the additional revenue for naval and other purposes is to be obtained we shall very soon learn. The Chancellor of the Exchequer has already told the country that he does not contemplate adding to existing burdens on the industries of the nation, and there is possibly something in the rumour that he meditates the taxation of race courses. But that, we imagine, will not go a very long way towards meeting the largest defect that any British Chancellor of the Exchequer has had to meet in a time of peace.

Shanghai Spring race meeting has been fixed for Monday, Tuesday and Wednesday, May 3rd, 4th and 5th.

The census taken at the beginning of last month shows the Chinese population of the city of Mukden to be 168,557.

His Excellency the Governor has kindly consented to preside at the distribution of prizes at the French Convent on Friday.

During the week ended Saturday there were four cases of plague (one fatal) one case of diphtheria, and three cases of smallpox all Chinese.

Maj. H. C. Moultrie, Royal Garrison Artillery, formerly adjutant of the Hongkong Singapore Batt., has on promotion been appointed to the 21st Company at Leith.

Mr. W. P. Kerr has been transferred from the post of acting British Consul-General at Tientsin to be British Commercial Attaché to the British Legation, Peking.

For cutting the pocket of a Chinese gentleman and stealing thirty cents, Mr. J. H. Kemp yesterday sentenced a coolie to six months' imprisonment with hard labour and four hours' stocks.

The announcement of the engagement of Mr. C. H. Lauru of the I.M.C. to Miss Bredon, the only daughter of the acting Inspector General, which was made in one Tientsin newspaper and reproduced in others, is contradicted.

For disobeying the lawful order of the Harbour Master by lying off Blake Pier after having been warned, the masters of two launches were fined £5 each by Commander Basil Taylor, R.N., at the Marine Magistrate's Court yesterday.

An extraordinary general meeting of the Japan Steel Works was held on March 1 at the Tokyo branch. Two important resolutions were passed: (1) The share capital to be increased by 5,000,000 yen; and (2) a foreign loan of £1,500,000 to be issued.

The following officers have been specially selected to proceed to Japan to study the language of the country, in order to qualify as interpreters: Capt. G. N. Wyatt, R.N., Capt. J. E. H. Cockburn, R.N.A., Lieut. R. A. Reddie, 16th (Queen's) Lancers, and Lieut. J. L. Hutton, 2nd Battalion Royal Sussex Regiment.

A telegraphic summary of the Governor's Memorandum on the Opium Question which appears in a Shanghai contemporary does His Excellency and the Colony a grave injustice when it represents His Excellency as affirming that the diavns "enjoyed the freedom of immorality, and that the abolition of the diavns was likely to extend rather than curtail the habit." His Excellency's assertion was that the diavns enjoyed freedom from immorality.

Mr. H. Rattoujee presented a coolie for stealing a pound of butter and a number of eggs from his store at Kowloon. The defendant was proved guilty, and Mr. J. R. Wood sent him to jail for one month.

A Japanese seaman from the s.s. *Totomi Maru* appeared before Mr. J. H. Kemp at the Magistrate's Court on charges of being drunk and disorderly, and damaging property in Graham Street to the extent of \$3. He was fined \$7, and ordered to pay \$3 compensation.

Their Excellencies Sir John Jordan, British Minister, and the Hon. W. W. Rockhill, American Minister, are reported to have been appointed as special Ambassadors to represent their respective countries at the funeral of their late Majesties, the Emperor and Empress Dowager.

The return of visitors to the City Hall Library and Museum for the week ending the 14th March, 1909, shows that of non-Chinese there were 408 to the Library and 195 to the Museum and of Chinese 211 to the former and 2331 to the latter. The Library was therefore, used by 619 persons and the Museum by 3,026.

The Chinese are apparently satisfied that Mr. Lau Chu Pak has consented to remain on the Sanitary Board. At the meeting of the Chinese Sub-Committee in connection with the University, speeches were made congratulating Mr. Lau and expressing the hope that the other Chinese member to be appointed to the Sanitary Board would be as energetic and as fair-minded.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

The Asiatic Petroleum Co.	£50
W. Pringle Jr.	10
J. Britolia	10
J. R. Wood, Esq.	5

Our Macao correspondent writes that business at that port is in a deplorable state, and an effect of it is seen in the cessation of the Chinese lottery known as *pu pit*. The monopolists have broken their contract and forfeited the security they had lodged with the Government. Those who run the "big lottery"—known among foreigners as the Macao lottery—are also reported to have been losing heavily, and this source of revenue to the Government is consequently likely to dry up too. Another uncertain source of revenue in the immediate future is the rental derived from Opium farms. Macao residents are anxious to know where the Government is to get the money to meet ordinary expenditure, to say nothing of the great improvement schemes we have been hearing about lately.

Judge Thayer, the new Judge of the United States Court for China, re-opened the Court on the 10th inst. Mr. Jernigan, as *Doyen of the American Bar*, extended to His Honour a cordial welcome which the Judge acknowledged in a speech in which he said he assumed his position as Judge of the Court with a great deal of concern. The Court was unique in its position and in its character. In connection with the exercise of its functions, it must meet and solve a large number of difficult questions, due to the state of the law available to it as an extrajudicial Court. These difficulties appeared very large to one who was newly introduced to the U.S. Court for China, and who had suddenly imposed upon him the duty of presiding over the Court. In the nature of things he felt that he would make many errors and he would frequently have to make large drafts upon the indulgence of the members of this Bar, whose assistance and support would be of great value, especially in the early days of his service. The welcome he had received both in Court that day and since his arrival encouraged him to believe that he was to receive such support and aid, and in that lay his hope of a fair measure of success.

Tang Shao Yi, the Chinese Imperial High Commissioner, when he left London, left behind him two members of the mission, Mr. Yu and Mr. Shu, in order to gather further information, chiefly on questions of finance. The High Commissioner and the rest of his mission were to proceed first to Paris. The duration of their stay there is uncertain. As soon as the French capital was reached some members of the mission were to be sent on in advance to Berlin and Brussels in order to begin the work of investigation before the arrival of the High Commissioner in those capitals. The mission has been increased by the arrival in London from Peking of two additional members, Mr. Luh and Mr. Chen, both of whom left with His Excellency for Paris. Reuter's Agency was informed that the High Commissioner was greatly touched with the cordiality and kindness of his reception by the King. He acknowledges the kind readiness of Sir Edward Grey, of Mr. Lloyd George, and of other high British officials in assisting in his mission and affording him facilities for carrying out his work. He is specially grateful for the courtesy extended to him by the Treasury in his inquiries with regard to finance, as a result of which the mission has obtained valuable data which will form part of his Excellency's report to his Government.

ALLEGED JAPANESE SEIZURE OF A CHINESE ISLAND.

It has been reported in Canton that the Japanese have seized one of two small islands belonging to China which lie between the Kwangtung province and the Pescadore. It is alleged that the Japanese have hoisted their flag there and that they have also pulled down an old Chinese temple.

The Viceroy of Canton has despatched two Chinese gunboats to the place.

TELEGRAMS.

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EARTHQUAKE IN JAPAN.

Tokyo, March 15th.

A succession of slight tremors culminated in a severe earthquake shock on Saturday night.

The shock is described as the most severe since 1895.

The damage done in Yokohama and Tokyo is small, but general.

[REUTER'S SERVICE TO THE "HONGKONG
DAILY PRESS."]

CENTRAL AMERICAN AFFAIRS.

LONDON, March 15th.

Owing to continued arming in Central America, despite the Washington Peace Compact, the United States has intimated that it desires a conference with Mexico.

The latter Power has declared itself ready to intervene to preserve peace, and to co-operate in any action to that end which may be suggested.

The United States are sending warships, with the consent of Mexico, to Havana, which will be utilised as a base of operations.

AN AFFLUENT TREASURY.

LONDON, March 15th.

The House of Representatives at Washington has agreed to the suspension of the export tax on cigars, cigarettes, tobacco and sugar at the President's discretion, owing to the affluence of the Treasury.

PROPOSED INTERNATIONAL
LOAN FOR CHINA.

LONDON, March 15th.

The "Standard's" Paris correspondent states that a meeting of English, French and German Bankers was held in the French capital on Saturday to discuss a proposed international loan to China.

The result of the conference was indecisive. Apparently there were differences of opinion on the subject of the efficiency of the control to be exercised over the employment of the money.

BUILDING AEROPLANES IN
ENGLAND.

LONDON, March 15th.

The brothers Wright have entrusted an English firm with an order for the construction of six aeroplanes.

A factory is being built at Sheppy to turn out one a fortnight.

[FROM THE "CHUNG HOI SAN PO."]

PROPOSED CHINESE-GERMAN
ALLIANCE.

PEKING, March 15th.

The Board of Foreign Affairs has been approached by the German Minister, who has suggested a Chinese-German Alliance.

THE MACAO BOUNDARY.

The natives of Henan are preparing a reception for the Chinese Commissioner, His Excellency Kao Ehr Kien, who has been appointed by the Chinese Government for the delimitation of the Macao boundary. Tsotai Woo, one of the secretaries of the Viceroy of the Two Kwang provinces, is at present in Hongkong waiting the arrival of the Commissioner, who is visiting Shanghai before proceeding to the scene of his duties.

The serious question of the delimitation of the Portuguese territory in Southern China, which has for long interfered with the good relations between the two countries, and has been the cause of several incidents, has just been successfully settled, says a Lisbon dispatch of the 15th ult.

An agreement by exchange of Notes was signed on the February 10th by Senhor Wenceslao de Lima, Minister for Foreign Affairs, and Iou Shu-Shun, the Chinese Minister to France and Portugal, who had come specially from Paris. By this agreement each of the two Governments nominates a High Commissioner charged with the delimitation of the Portuguese territory of Macao and all its terrestrial and maritime dependencies.

The negotiations were begun to this end in 1897, but up to the present without result.

THE VISITING SQUADRON.

RECEPTION COMMITTEE'S ARRANGEMENTS.

The officers and men of the Philippine Squadron are settling down to enjoy shore leave. The tars are very conspicuous in the streets of the city. Many of them are seen on bicycles and numbers patronise rich "rigs" as they term them, to the enrichment of the coolies.

At night the visiting officers were entertained to dinner by Admiral Sir Hedworth Lambton on his flagship the *King Alfred*.

The following gentlemen have been nominated to form a Reception Committee to organise the public entertainment to the visiting squadron: Sir Paul Chater, Kt., C.M.G., Hon Mr E. A. Hewitt, Hon Mr W. J. Gresson, Hon Mr H. A. W. Slade, Hon Mr H. E. Pollock, K.C., Hon Dr. Ho Kai, C.M.G., Hon Mr Wei Yuk, C.M.G., Messrs M. Stewart, J. R. M. Smith, D. R. Law, E. Shollim, C. S. Gubbay, B. Shewan, A. Babington, E. Ormiston, H. P. White, T. F. Hough, W. Dixon, E. G. Barrett, H. N. Mody, H. E. Tomkins.

The programme drawn up by the Local Entertainment Committee and approved by Rear-Admiral Harbor is as follows:—

March 15.—Opening of Baseball Tournament for teams from the ships, for a Cup given from the Entertainment Fund.—Dinner to the officers by Admiral Lambton on board H.M.S. *King Alfred*.

March 16.—Dinner to the officers by His Excellency Sir F. Lugard, at Government House.

March 17.—Dinner to the officers at the Hongkong Club.

March 20.—Regatta at which there will be a race, and prize, for boats from the Fleet.—Boxing at the City Hall in the evening.

March 23.—Final Match of the Baseball Tournament.

March 24.—Launch at race-course to men of the Fleet, followed by sports.

March 25.—Lunch and Sports.—Military tattoo on the Cricket Ground, and supper and dance at the Hongkong Club.

The following attend a Banquet at Government House, on 16th March, at 7.30 p.m., to meet the Officers of the American Squadron:—Rear-Admiral Giles B. Harber; Personal Staff, Lieutenant Leach and Ensign Craig; U. S. S. *Charleston*, Commander Knapp, Lieutenant Winston, Ensign Cooley, Medical Inspector Diehl, Paymaster Wise; U. S. S. *Cleveland*, Commander Van Duxer, Ensign Dillen, Ensign Church, P. A. Surgeon Brown; U. S. S. *Denner*, Commander Parker, Lieutenant Sayles, Ensign Smead, P. A. Surgeon Desser, U. S. S. *Calceston*, Commander Hoogewerf, Ensign Root, P. A. Paymaster Hancock; U. S. S. *Chattanooga*, Commander Wright, Lieutenant Horne, P. A. Surgeon Hoyt, Asst. Paymaster Lathrop, U. S. S. *Savannah*, Ensign Withers; Consul General Wilder, Admiral and Madame Perin, Captain Thibault, Admiral Sir Hedworth Lambton, Commodore and Mrs. Lyon, Commander Morris, Captain Fitzherbert, Commander and Mrs. Penfold, Captain Clinton Baker, Captain Wilkin, Captain Smith, Captain Marescaux, Commander and Mrs. Basil Taylor and Miss Corbett, Mr. Blanchflower, Mr. and Mrs. May, Sir Henry Berkeley, Mr. Thomson, Mr. and Mrs. Chatham, Dr. and Mrs. Atkinson, Sir Paul Chater, Mr. Hewitt, Mr. and Mrs. Badley, Mr. Irving, Dr. Ho Kai, Mr. Wei Yuk, Mr. and Mrs. Pollock, Mr. and Mrs. Gresson, Mr. and Mrs. Slade, Mr. Fletcher, Sir Francis and Lady Piggett, Mr. and Mrs. Gompertz, Mr. and Mrs. J. R. M. Smith, Mr. and Mrs. Tomkins, Mr. Law, Mr. Shewan, Mr. Babington, Mr. and Mrs. Ormiston, Mr. H. P. White, Mr. T. F. Hough, Mr. and Mrs. Barrett, Mr. Murray Stewart, Mr. and Mrs. Shollim, Mr. Gubbay, Mr. W. Dixon, Lady and Miss Erskine, Mr. and Mrs. Messer, General Broadwood, Colonel Darling, Colonel and Mrs. Bayard, Colonel and Mrs. Prior, Captain Heathcote, Mr. Marsh.

By kind permission of Colonel Bayard and the Officers of the Regiment, the Band of The Buffs will play selections of music during and after dinner.

MOTOR LIGHTER FOR THE
STANDARD OIL CO.

Messrs. W. S. Bailey & Co., Ltd., have designed and built to the order of The Standard Oil Company of New York a motor oil tank lighter for shallow river service.

The vessel is of steel, 85ft. 6in. overall by 18ft. 6in. moulded breadth, and fitted with a steel tank amidships to carry 95 tons of kerosene oil in bulk on a draft of 4ft. 6in. The twin motors are by Messrs. Gardner and Sons and of 72 brake horse power, and a mast and sail are also fitted. The vessel was launched on Saturday afternoon the ceremony being performed by Miss Thompson who named the boat *Bennis*. The work had been carried out under the supervision of Captain J. T. Douglas.

TRAGEDY AT KOWLOON.

A tragedy which is likely to be attended with fatal results occurred at the Rajput Barracks, Kowloon, on Sunday night. A quarrel arose among a number of privates regarding certain stolen property, and in the fight knives were freely used. Sawai Singh, the wounded man, was stabbed in the throat. He is at present in the Station Hospital at Kowloon, and is not expected to recover. Mr. J. H. Kemp, the first magistrate, yesterday proceeded to the Peninsula to take his dying depositions. Two men have been arrested in connection with the affray, and will be charged with cutting and wounding. Should the wounded soldier die, however, the capital charge will be substituted.

A ROGUE AND VAGABOND.

VICTIMISES EUROPEANS.

A native named Wong Fuk was charged by Inspector Langley before Mr. J. R. Wood at the Magistrate's Court yesterday with being a rogue and a vagabond. The defendant has been lately touring Kowloon with an appeal for alms, and nearly every house he called something was subsequently found to have been stolen. The defendant apparently watched until male residents left their houses, and then presented his petition to the "boy," requesting him to hand it to "Missie." While the servant was absent Wong would appropriate any available article. On the first of the month he visited the residence of Dr. A. A. A. and after his departure a clock was reported missing. On the 10th inst. he called at Mr. Wilkie's, and that gentleman found that he was minus a raincoat. The culprit was arrested while presenting his appeal on Sunday, and yesterday Mr. J. R. Wood sent him to jail for one month. The appeal, which was written in English, read as follows:—

"The bearer who was suffering from rheumatism for the last six months is slightly better at present, and has just come out of hospital. The poor man is in great distress and in a very poor condition in this city. He is willing to work if he gets a chance, as to make up a passage and expenses to return back home. Hoping that you all kind-hearted gentlemen will take pity upon this poor man as to do him the favour, to save his life from distress and starvation or to subscribe some money as a charity for him to make up a passage and expenses to return home, and not to let him suffer in distress for which your servant will ever pray."

The appeal was signed "P. McCarthy, Canton Medical College."

A RECKLESS GUNNER.

Gunner Thomas Daly of the 33rd Co. Royal Garrison Artillery, appeared before Mr. J. H. Kemp at the Magistrate's Court yesterday on charges of disorderly conduct, damaging property, damaging a policeman's uniform and assaulting the police. Accused, who was under the influence of liquor, endeavoured to gain admission to a house in Tai Wo Street, Wanchai, and because the occupiers refused to let him in he attempted to force the door. An Indian sergeant was called and told the defendant to move on. Daly proceeded on his way, but continued to bang the doors of houses along Wanchai Road. When the sergeant again interfered the Gunner took off his belt and threatened him. His Worship imposed a fine of \$5 or ten days for disorderly conduct, and ordered him to pay fifty cents compensation or do another four days for damage to the door of the house in Tai Wo Street. A further fine of \$12 or 21 days was imposed for damaging the Indian's uniform, and he was sent to jail for a month without the option for assaulting the police.

HONGKONG UNIVERSITY SCHEME.

MAGNIFICENT OFFERS.

At the meeting of the Chinese Sub-Committee held at the Tungwah Hospital on Sunday it was announced that Mr. Tsang Sik Koo, the compradore of the Banque de l'Indo-Chine at Saigon, had offered to give \$10,000 towards the Endowment Fund of the University, and promised to raise \$100,000 among the other Chinese there. Two other handsome donations were announced, Messrs Chui Yu Yee Tin and On Tsak Man each offering to give \$10,000. Already the committee have in hand \$31,000 and with the support promised it certainly looks as if the success of the scheme were assured.

Admiral Li and several Chinese officials have been elected honorary members of the sub-committee as they have expressed their willingness to support the scheme. Indirectly the Sub-Committee have been informed that His Excellency the Viceroy of Canton will also contribute a substantial sum in support of the scheme.

BUFFS' BAND CONCERT.

The Military Band Concert given by the Band of the 2nd Batt. "The Buffs" at the Theatre Royal last night was a very fine production, and a fairly crowded house showed their appreciation by hearty applause. The institutions which will benefit by the proceeds are worthy Charity Organisations, deserving public support and sympathy, and it is undoubtedly that assistance will not be found wanting if an equally good programme is often presented. His Excellency the Governor was present, and there were among the audience many prominent citizens and visitors. The Band played particularly well, and the volume of sound was well controlled, the entire rendition reflecting considerable credit on the conductor. Many thanks are due to the local ladies and gentlemen who kindly assisted with vocal items, thus giving a pleasant variety to the programme, which is as follows:

Part I.—Overture, "William Tell" (Rossini) Band; Bass Solo, "Her love was never mine" (Don Carlo) (Verdi), Mr. A. N. Clothier; Reminiscence of Verdi (Arr. by Godfrey), Band; mezzo Soprano Solo, "The Little Irish Girl" (Horn), Miss Olive Dixon; Suite, "Peer Gynt" (Greig), Band; Tenor Solo (a. "For love of You" (Lambert), (b) "Star and Rose" (Cayall), Mr. S. Moore. Part II.—Overture, "Tannhauser" (Wagner), Band; Soprano Solo, "Angels Guard Thee" (Godard), Mrs. Frank Matfield; Selection, "Cavalleria Rusticana" (Mascagni), Band; Humorous Selection, Mr. W. G. Worcester; Grand Descriptive Overture, "1812" Tchaikowsky. "God Save the King." Accompanists: Professor Galuzzi and Mr. George Grimble. Conductor, Bandmaster C. B. Hewitt.

SHIPPING NOTES.

The str. *Hanping*, which was sunk last year after colliding with H.M.S. *Flores*, off the Bund Shanghai and afterwards raised and repaired by the Shanghai Dock and Engineering Co., made a trial trip last week which proved in every way a great success.

An account of the mishap to the *Kulsang* related to a representative of the *Shanghai Times* by Mr. T. Rutherford of Hongkong, who was a passenger says:—Just as day was dawning on Thursday the 4th inst the *Kulsang* was at the entrance of the Hainan Straits and at 4.30 o'clock she struck on a submerged rock, which is said to be uncharted. It was close to Chim Island. The shock was so slight that none of the passengers and few of the officers, I believe, felt it. The Captain and Chief Officer were then on the bridge, I believe, and there was absolutely no panic. When it was found that the ship had struck, the officers and engineers went to their respective posts, to prepare for eventualities and the boats were made ready for launching. An investigation showed that the *Kulsang* was making water in the No. 1 and 2 foreholds, where a cargo of opium, hemp and molasses was stowed away, and on this being ascertained Captain Bradley decided to beach the vessel for safety. The ship was headed towards shore and after an hour's steaming she was grounded. At this time the fore part of the vessel had settled down considerably, the holds being awash. The sea was still choppy, but no danger was anticipated and we settled down to wait for relief. By 9.30 smoke could be discerned on the horizon and glasses were promptly levelled upon it. After some little time the oncoming steamer was made out; it was the *Peking*, Captain W. D. Kay. She came quite close to us and then anchored and we were taken across in boats. The European passengers were taken off first and the Chinese and Indian passengers afterwards. The choppy water made the trip from the *Kulsang* to the *Peking* somewhat exciting but we were soon safely put on board the latter steamer and at about 11.30 we left for Shanghai.

The O. and O. steamer *Asia*, which has been seen in the waters of the Colony for years, has now changed ownership, passing into the possession of the Pacific Mail. An American newspaper, reporting the occurrence, states that the *Asia's* stock, hitherto a yacht-like yellow, has been painted black, and all the gay and festive touches of colour about the upper works that distinguished the ships of the O. and O. line have disappeared and the *Asia* is as close a copy of the other Pacific Mail steamers as paint will make her. The *Asia* has been under Pacific Mail management for some time, but the O. and O. company had at least a theoretical existence until the flag came down.

The Occidental and Oriental steamship company was organized in 1872 by the Central Pacific railroad to operate in opposition to the Pacific Mail Company. A combination was effected later on and a joint schedule was arranged in which the *Toyoko Kisen Kaisha* line joined. The O. and O. company operated steamers chartered from the White Star line and under the management of the late D. D. Stubbs the O. and O. ships won the favour of the travelling public, and to this day the "regular" among trans-Pacific travellers regret the passing of the old regime. The building of the big liners *Siberia*, *Korea*, *Manchuria* and *Mongolia* enabled the Harriman interests to displace with the use of chartered ships, and one by one the White Star liners "went home," all but the *Doric* and *Coptic*, which were bought by the Harriman interests and renamed *Asia* and *Persia*, respectively. The *Persia* is laid up at Hongkong. The *Asia*, is now an intermediate passenger ship with nothing to recall the old days but the British flag, which still floats over the stern.

The *Liverpool Journal of Commerce* says:—The Canadian Pacific Railway Company has decided to grant sailors and firemen in its service a pension amounting practically to full pay. For some time the company has had in operation a pension system whereby all shore and sea-faring officials and office staffs enjoy a long service pension. We are authorized to state that the company has decided to extend this system to sailors and firemen without calling upon the men for contribution. The conditions are that any sailor or fireman who joins the company's service while under the age of 40 and remains until he is 65 shall be entitled at that age to a pension of \$4 2s. 2d. per month for the balance of his life. Should any of the company's ships be laid up, temporary service in other vessels, undertaken with official sanction, will count as qualifying time.

The annual report of the North of England Protecting and Indemnity Association, contains reference to dangerous cargoes and the rights and responsibilities of shipowners. The report says that a steamer entered in the association was employed carrying from New York to Sydney cases containing drums of carbide of calcium, which, arriving just as the steamer was ready to sail, were stowed in the poop and well-deck off. The captain states that these cases were marked "dangerous if not kept dry," but he was not aware whether danger was to be apprehended from poisonous gases, fire, or explosion. He, therefore, jettisoned the cases for the safety of the ship, cargo, and crew during bad weather, as they were becoming wet. Action was commenced against the captain in Australia, and he was held responsible on the ground that there was not sufficient cause to justify his throwing these cases overboard. The report states that the question of what does or does not constitute lawful merchandise very frequently

arises, as many charterers seem to consider that they have a perfect right to use a steamer they have taken on charter for any purpose, including the carriage of cargo which they know very well they would have had to pay much greater freight for, if they had first declared their intentions to the shipowner.

An interesting experience in wireless telegraphy which fell to the lot of the captain of the North German Lloyd liner *Kronprinzessin Cecilie* is reported. On the voyage of this steamer from Bremen to Southampton, when off the North Hinder light on the night of February 2, the ship was in communication with the Cunard steamer *Caronia* which was then in the Mediterranean, the distance being about 837 miles and the position of the *Caronia* about 20 miles south of Capri.

The writer of *Marine Insurance* notes in the *Times* says:—Every breathing space allowed from fresh casualties must be welcome, for the market is badly in need of a rest. Yet there are those who see in a momentary absence of exceptional loss the possible removal of the most potent influence in assisting the upward movement of rates. It speaks wonders for the strength of the market and the competition there is that it was only the incidence of huge losses in the autumn that made practicable any agreement, and it should be remembered that whatever the experience of the current year, unusually heavy settlements must continue until the 1907 and 1908 accounts are finally closed. At a company meeting a few days ago a shareholder remarked that in 42 years' experience of marine underwriting the last year or two was the worst period he remembered; with the best will in the world and the most favourable conditions, the market must expect after such a severe strain a long convalescence.

The *Mantua*, the last of the three new 11,000-ton mail steamers which the P. and O. Company are building for their Australian mail service, was to be launched last month. She is expected to arrive in London in April, and is scheduled to leave the Thames on her maiden trip to the Commonwealth on July 16. Her predecessors, the *Morea* and the *Malva*, have already entered on their careers. What with these three P. and O. mail boats and the five which the Orient Line is adding to its fleet, the year will witness the departure from London in the course of a twelvemonth of eight of the finest passenger steamers ever engaged in the Australian trade.

German steamship companies, by reason of their very extensive shipbuilding commitments, have in many cases felt the pinch of hard times more severely than their British competitors. A case in point is afforded by the *Konigs Company*, of Hamburg, whose business lies chiefly with the West Coast of South America. For the year 1906 it paid a dividend of 14 per cent. The following year, on an increased capital, it distributed 9 per cent. For 1908 it is understood to be contemplating a dividend of 3 per cent. It had the annoying experience of having to lay up some of its ships, while forced to go on making provision for the payment of new vessels, which it did not want, as things turned out. This experience, it may be added, has been by no means unique in the case of German companies.

We recently published telegraphic information that the Ocean Mail Subsidy Bill had been defeated in the American Congress by the Washington representatives. American exchanges to land contain articles written in favour of the measure and report meetings held for its support. Great concern is manifested at the decline of the American marine, and the argument for the measure was pitifully stated by the president elect in his address accepting the republican nomination. Judge Taft said: "The only respect in which nothing has been done is in the development of our foreign marine. As long as we uphold the system of protection for our home industries we must recognize that it is applicable to assist those of our citizens engaged in the foreign shipping business, because, there is no feasible means of excluding foreign competition, and that the only other method of building up such a business is by direct aid in the form of a mail subsidy. I am in favour of the bill considered in the last congress as a tentative step. The establishment of direct steamship lines between our Atlantic ports and South America would certainly do much to develop a trade that might be made far greater. On the Pacific the whole shipping trade threatens to pass into control of Japan. Something ought to be done, and the bill which failed was a step in the right direction."

LATEST STEAMER MOVEMENTS.

The Indo-China str. *Laiyang* left Calcutta for this port via the Straits on the 12th inst., and may be expected here on or about the 28th inst.
The str. *Monmouthshire* left Singapore on the 14th inst. at 7 a.m., and may be expected here on Friday next.
The E. & A. str. *Eastern* left Sydney on the 13th inst., for Manila and this port (via Queensland Port and Port Darwin).
The C.P.R. str. *Glenferry* arrived Kobe at 10 a.m. on Saturday the 13th inst., and left again at 2 a.m. Sunday via Nagasaki for Shanghai where she is due to arrive at 4 a.m. on the 17th inst.
The I.G.M. str. *Princess Alice* which left here on Wednesday the 10th inst. at noon, arrived at Singapore on the 15th inst. at 6 a.m.
The Ben Line str. *Bendora* from Middlebro' Antwerp and London, left Singapore on the 13th inst. for this port.
The I.G.M. str. *Goeben* carrying the German Mails with dates from Berlin of the 24th inst., left Colombo on the 14th inst. p.m., and may be expected here on or about Thursday, the 25th inst.
The Ben Line str. *Kamerik* arrived at Yokohama on the 15th inst.

THE TYPHOON OF 1908.

A SHIPPING CLAIM BY THE HAMBURG-AMERICAN LINE.

Before Mr. Justice Barragray Deane, sitting with two of the Elder Brethren of the Trinity House in the Admiralty Division of the High Court of London last month an action was brought by the Hamburg-American Line, owners of the steamship *Vandalia*, against the owners of the steamship *Cransley* and her freight, to recover the amount of the damage sustained by reason of a collision between the vessels in Kowloon Bay, Hongkong, shortly after midnight on June 28th, 1908.

According to the statement of claim, the *Vandalia*, a screw steamship of 4,230 gross tons register, loaded with cargo, was lying in Kowloon Bay in a good berth with both anchors out, and with steam up, heading in a north-east direction. The wind was about north-east, force about 11, the weather was rainy, with lightning, and the current was setting slightly west. A special watch was being kept, as owing to repeated signals from the various Government stations, and owing to the indication of the weather, ships in Kowloon Bay and the neighbourhood had been thoroughly well warned that a typhoon was approaching, and the wind had begun to blow as the night drew on. Her regulation anchor lights were duly exhibited. In these circumstances those on board the *Vandalia* observed the steamship *Cransley*, about ahead, driving down close upon them. The *Vandalia's* engines were put ahead, and the helm was put hard-a-port, in order if possible to keep clear of the *Cransley* as she drove down, but the *Cransley*, which had no steam up, still drove on without doing anything as far as could be seen, and after fouling the anchor chains of the *Vandalia* she struck the stem and port-bow of the *Vandalia* with her starboard fore part, and afterwards struck the *Vandalia* along her port side, doing great damage.

According to the defence, the *Cransley*, a steel screw steamship of 4,644 gross tons register, manned by a crew of 42, was in consequence of signals being hoisted ashore for an approaching typhoon, and on the afternoon of the previous day for greater safety left the wharf at which she was lying under repair and had taken up a good berth in the anchorage ground whilst it was daylight, and was riding to both anchorages head to wind. The weather was overcast and very dark, a typhoon prevailing with squalls of blinding rain and spray, and the wind was blowing with hurricane force from a north-easterly direction. The regulation electric anchor lights were burning brightly, and all hands were on deck from the time the storm commenced and keeping a good look-out as was possible. In these circumstances those on board the *Cransley* observed, close to their starboard side, and a little ahead the fore-rigging, a dark object, which proved to be the *Vandalia*, and directly afterwards the *Vandalia* which was apparently under way, came on, and with her stem struck the starboard side of the *Cransley* just ahead the fore-rigging, a heavy blow. The *Vandalia* then fell alongside the *Cransley*, and working her engines, drew partly ahead, striking the *Cransley's* several further blows, and remaining in the same position for some time ranging heavily against the starboard side of the *Cransley*, which sustained serious damage, and was caused to drag her anchors. The defendants said that nothing could be done on board the *Cransley* to avoid the collision, and that, so far as they were concerned, it was due to an avoidable accident, and they counter-claimed against the plaintiffs for the damage the *Cransley* had sustained, alleging, *inter alia*, that the *Vandalia*, notwithstanding the warning storm signals, neglected to proceed to an anchorage before the typhoon commenced, was improperly under way or, alternatively, when she anchored, gave the *Cransley* a foul berth, and failed to carry proper lights.

Mr. Aspinall, K.C., Mr. Arthur Pritchard, and Mr. H. M. Robertson appeared for the plaintiffs; and Mr. Laing, K.C., and Mr. D. Stephens for the defendants.

Evidence in support of the plaintiffs' case was called, and the case was adjourned.

GREAT BRITAIN AND PORTUGAL.

SPEECH BY KING MANUEL.

A banquet was given in honour of King Manuel at the British Legation at Lisbon the 17th ult. The King gave the toast of the British Royal Family and the British nation. He said:—

"I raise my glass to his Majesty King Edward, Queen Alexandra, and all the members of the British Royal Family, to which I am bound by the double tie of good will and relationship, and to the great British nation, our ancient friend and ally. This is the first occasion upon which I have visited the British Legation, or in other words, British territory, and I am reminded of the marks of good will of which both my father and brother were the recipients at the hands of the British Royal Family and the British nation, and I myself in my hours of sorrow and of joy. I drink, then, to King Edward and Queen Alexandra, to the British Royal Family, and to the prosperity of the great British nation."

Sir Francis Villiers replied to the King's toast, expressing a hope for the prosperity of his Majesty, the Portuguese Royal Family, and the Portuguese nation. After the banquet a ball was given. King Manuel danced the State quadrille with Lady Villiers.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 15th at 11.55 a.m.—The barometer has risen moderately in Japan, and fallen rather quickly over China.

Another depression appears to be developing over China to the South of the Yangtze. The anticyclonic area, which is still, central over the continent to the North of the Gulf of Peohli, is spreading over the Sea of Japan. Moderate E. winds may be expected in the Formosa Channel, and along the northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—
Hongkong & Neighbourhood. { E. winds, fresh to moderate; fair.
Same as No. 1.
Formosa Channel. { Same as No. 1.
South coast of China between Hongkong and Luzon. { Same as No. 1.
South coast of China between Hongkong and Hainan. { Same as No. 1.

How to be beautiful—Keep your complexion, Mrs. Ellen's Creme Charmante, Lait Charmant and Special Skin Tonic and Foudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sole Agents. 1222

LOCAL SPORT.

INTERPORT CRICKET AND FOOTBALL.

The Secretary of the Hongkong Cricket Club has received an invitation from Swatow for a "cricket-football team" to visit that port at Easter. The team should leave Hongkong on the 8th April and return on the 13th.

LEAGUE FOOTBALL.

The League table to date is appended—									
	P.	W.	L.	D.	P.	A.	Pts.		
Buffs.	10	9	0	1	49	2	19		
R.G.A.	12	8	3	1	33	11	17		
R.E.	11	6	2	3	22	8	15		
N.C.A.	10	6	5	1	18	10	12		
Naval	10	5	3	2	15	11	12		
R.A.M.C.	13	3	10	0	10	37	6		
B.O.C.	11	1	9	1	11	41	3		
Lusitania	10	1	8	1	6	40	3		

KULANGSU (AMOI) MUNICIPAL COUNCIL.

The Minutes of a meeting of the Council, held at the Bard Room, on the 23rd February are as follows:—

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. Kruse, S. Okuyama, W. Wilson, A. H. Wilzer, the Health Officer and the Secretary.

The Secretary is instructed to obtain further estimates for the repair of Seah Loeh Tow Jetty.

The Superintendent of Police reports the following cases have been dealt with at the Mixed Court since the last meeting:—
Summons: assault 1; debt 1; throwing rubbish into the public drains 3; allowing cattle and pigs to stray 2; committing a nuisance 2. *Summary Arrests*: breach of proclamation, dated the 20th Nov. 4; theft 8; assault 1; gambling 14; drunk and incapable 1; contempt of court 1; breach of Opium Regulations 9; kidnapping 1; breach of Sanpan Regulations 1; housebreaking 2.

BRITISH FLEET.

22 ADMIRALTY IN COMMAND.
Official announcements of Admiralty intentions indicate (writes the *London Daily Telegraph's* Naval Correspondent) that, in pursuit of the policy of naval concentration and co-ordination, the Fleets will be organised in the new financial year under the following twenty-two admirals:—

HOME FLEET.
Commander-in-Chief: Admiral Sir W. H. May.
First Battle Division:
Commander-in-Chief, and Rear-Admiral C. J. Briggs.
Cruiser Squadron:
Rear-Admiral Sir R. S. Lowry.
Second Battle Division:
Vice-Admiral J. A. B. Milne, Rt. and Rear-Admiral James Startin.
Cruiser Squadron:
Rear-Admiral H. S. C. J. Colville.
Third and Fourth Divisions (auxiliary crews):
Vice-Admiral G. Neville and Rear-Admirals P. W. Bush and C. Burney.
Destroyer Flotillas:
Commander E. B. Charlton.
[Rear-Admiral T. H. Jordan is at present one of the flag-officers of the Home Fleet, being borne as "Chief of the Staff for ships and vessels with nuclear crews."]
Total Force: 16 battleships in full commission in the First and Second Divisions: 12 battleship-cruisers, or armoured-cruisers, in full commission in the cruiser squadrons, and about 60 torpedo craft: with about 18 battleships, and a large number of cruisers and torpedo craft—destroyers, submarines, troop boats—in commission with large numbers of crews in the Third and Fourth Divisions.

ATLANTIC FLEET.
Commander-in-Chief: Vice-Admiral Prince Louis of Battenberg.
Battle Division:
Commander-in-Chief, and Rear-Admiral W. B. Fisher.
Cruiser Squadron:
Rear-Admiral F. T. Hamilton.
Total Force: 6 battleships and 4 armoured cruisers, with 2 protected cruisers.
MEDITERRANEAN FLEET.
Commander-in-Chief: Admiral Hon. Sir A. G. Curzon-Howe.
Battle Division:
Commander-in-Chief, and Rear-Admiral A. G. Callaghan, C.B.
Cruiser Squadron:
Rear-Admiral Sir H. B. Jackson, K.C.V.O.
Total Force: 6 battleships, 4 armoured cruisers, 4 protected cruisers with 11 torpedo-boat destroyers.

OTHER COMMANDS.
Squadrons in the West Indies, Cape of Good Hope, East Indies, China, waters, and Australasia, under flag-officers (Vice-Admirals) Hon. Sir Richard Lambton, Sir Richard Pender, Rt. and George Leighton, and Rear-Admirals A. M. Farquhar and E. T. W. Slade.
Total Force: 4 armoured cruisers, 18 protected cruisers, 6 destroyers, and 26 sloops, river gunboats, &c.

In addition there are a number of cruising ships, under the orders of the Admiral-Superintendent of Coastguards and Reserves, Admiral Sir Reginald Henderson.

No statement has been made as to the changes in the strength of the Atlantic and Mediterranean Fleets, but beyond the replacement of older ships by vessels of new types, none is anticipated.

REGISTRATION OF CHINESE HONGS.

The Minutes of the recent meeting of the Committee of the Shanghai General Chamber of Commerce mentions the receipt of a letter from Mr. H. B. Cooke, suggesting in view of the approaching "Ratifiers" Meeting when a substitute may have to be found for the abandoned Opium Licences, that a Licence be taken out by all Chinese Hongs trading with foreign firms, an essential feature of the licence being that the names of all partners in the Hong shall be disclosed and any change in that respect to require notification and asking if the Chamber is favourable to it, to officially endorse same and bring it to the notice of the "Ratifiers," is discussed.

It was decided in the first instance to write to the Piece Goods, Metal and Sundries Dealers' Guild on the subject.

COMPANY MEETING.

BOBY CHEE COTTON SPINNING CO. LTD.

The fourteenth ordinary meeting of the above Company was held at the offices of Messrs. Arnold, Karberg & Co., Shanghai on the 10th inst. Mr. Mittag (Chairman of Directors) presiding.

The notices convening the meeting having been read by the Secretary, the CHAIRMAN in opening the proceedings said:—
Gentlemen.—Before proceeding with the formal business of the meeting I extremely regret I have to announce the death of Mr. R. Lemke, the General Manager of our Company, which took place on the 10th June 1908. The deceased gentleman has been connected with the Company for good many years, both as a member of the Board of Directors and as General Manager, and to the care and interest which he took in the welfare of the Company, a good part of the improvements which we have been able to effect within recent years, are due. I request you to rise in memory of the deceased. This all present said.

The CHAIRMAN proceeded: Regarding the report for last year's working and the balance sheet, these have been in your hands for some time, and with your permission I will follow the usual procedure and take them as read. As you will see from the accounts, the year under review has closed with a balance at credit of profit and loss account of Tls. 60,214.12 including the amount of Tls. 1,897.74 carried forward from 1907. The result cannot be considered as satisfactory from a shareholder's point of view, but it must be borne in mind that in sympathy with the depression in trade generally, our industry has been affected adversely and the mill even had to be shut down for several weeks. Turning to the accounts, there is nothing specially to be said with regard to them, but I would like to add a few words concerning the present value of the property, machinery, building, etc., accounts which appear under the heading of assets. I would like to draw your attention to the fact that the amounts mentioned as representing the present book values must be considered as very satisfactory inasmuch as we have, on a very liberal scale, continued the policy pointed out in our annual meeting three years ago. The rent account shows an increase over the figures mentioned in previous reports which is due to the fact of our having made satisfactory arrangements with our neighbours, the New Engineering and Shipbuilding Works Ltd., regarding the foreshore property reclaimed in accordance with the river conservancy scheme. Our legal reserve fund will stand at something like Tls. 51,000, including the amount to be placed in its credit last year. The financial position of the Company is very satisfactory, our only banking liability being an overdraft with the Deutsch Asiatische Bank on current account.

Turning to the working of the mill during the past year, the same has on a whole been fairly satisfactory taking into consideration the various adverse circumstances we have had to contend with. A close comparison of the earning capacity of our mill with the various foreign owned mills in Shanghai shows that we can hold our own both as regards the result obtained per spindle working and the percentage of profit realised on the capital subscribed. The cotton market during the year under review has been extremely unsatisfactory from a spinner's point of view, the crop having been short and the quality deficient in staple. Owing to the stagnation in business generally your Directors did not feel justified in purchasing large quantities ahead on a speculative basis, but this policy unfortunately turned against us. When the last season was drawing to a close prices of the raw material kept on such a high level as to prevent us from spinning at a profit, and we decided to close the mill and overhaul our machinery. With the new crop coming in work was resumed and with very satisfactory results so that we decided to take up night work, and it is mostly due to the results of the last few months of the year that we have been able to show a profit in our accounts.

Year prices continued on a comparatively low level during the greater part of the year, and a rise only set in with the advent of the new crop's supply, and I am glad to say the upward movement is still continuing at the present moment. Our mill machinery I am pleased to state is in a very good order and condition thanks to the care bestowed upon it by our mill manager and his staff.

As regards the future, as you are aware, the outlook is decidedly brighter, and if the various influences on which our industry is unfortunately depending in this country continue in our favour, there should be no cause for anxiety. Prices of cotton are showing a strong upward movement and it appears if we shall have again to reckon with a shortage before the new crop's supplies will be available. We have, however, been able to lay in a good stock and contract for delivery ahead before the rise set in. Yarn prices continue on a very high level and in fact record prices for our production have been touched, which is to some extent due to improvements made by our mill manager in the spinning of our Yarn. In this connection I am pleased to be able to state that the whole of our production has lately been sold, a considerable extent at very advantageous prices.

It may interest you to know that in order to overcome our constant difficulties regarding the storing of our raw material we have decided to erect a store storied godown on our property on the North side of the Yangtzeop Road, and same will still be available for the storage of the present season's supply.

This Gentlemen, is all I have to say, but before proposing the adoption of the report and account I shall be pleased to answer any questions that shareholders may desire to put.

There being no questions the following resolutions were put and unanimously carried:—

Proposed by the Chairman and seconded by Mr. Heotter:—That the report and accounts as presented be passed.

Proposed by Mr. Mittag and seconded by Mr. Woo Saw Chin:—That Mr. H. E. Arnold be elected as General Manager of the Company.

The Chairman.—The thanks of the Company are due to Mr. Zickermann who has been a member of our Board for a great many years and had to resign his post owing to his having been absent from Shanghai and Mr. Kruse who so ably filled Mr. Heotter's seat on the Board during the latter gentleman's absence from Shanghai. Mr. Stempel has been invited to join the Board.

Mr. Mittag, Stempel's election was approved on the motion of Mr. Grunwald, seconded by Mr. Arnold.

Mr. Mittag, who retired in accordance with the Rules of Association, was re-elected on the motion of Mr. Ho Heien Chun, seconded by Mr. Woo Saw Chin.

Proposed by Mr. Gosser and seconded by Mr. Stempel:—That Mr. S. Gosser be re-elected Auditor of the Company for the current year.—Carried.

The CHAIRMAN thanked those present for their attendance and the meeting terminated.

PRONOUNCED HIS CASE INCURABLE

Whole Body Raw with Eczema—Life was Intolerable—Was Even Incased in Plaster—Discharged from Hospitals as Hopeless.

SUFFERED 14 YEARS CURED BY CUTICURA.



"From the age of three months until sixteen years old, my son Owen's life was made intolerable by a skin disease which gradually spread over nearly every part of his body was quite raw. We had to strap him down in bed, for he used to tear himself dreadfully in his sleep. The agony he went through is quite beyond words. No one thought we would ever find a cure. The regimental doctor, a very clever man, pronounced the case hopeless, and he began to say that only hope was that he might, if he lived long enough, outgrow it to some extent. We had him in hospitals four times and he was cured of the worst cases, if not the worst, ever admitted. From each he was discharged, as incurable; in fact he got worse under the successive treatments. At one hospital they incised him in plaster, and this seemed to aggravate the case terribly. He looked so badly that no one liked to go near him, and his life was a burden to him. We kept trying remedy after remedy, but we had got almost past hoping for a cure. Six months later we purchased a set of Cuticura Soap, Ointment, and Resolvent Pills, and persevered with them. The result was truly marvelous, and to-day he is perfectly cured, not having a blemish on it anywhere. Mrs. Lily Hedge, 51, Vaughan Road, Colindale, London, N.W. (Camberwell Green, Eng., Jan. 12, 1907)."

Send to nearest depot for free Cuticura Booklet Treatment of Skin Diseases.

Depots: London, 27, Chancery Lane, E.C. 4. Paris, 25, Rue de la Paix. Adelaide, R. Towns & Co., Sydney. So. Africa, Lewis, Ltd., Cape Town. Boston, Foster Drug & Chem. Corp., State Street.

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ANTI-OPIMUM SOCIETY DEPUTATION TO H.E. TANG SHAO YI.

At the Langham Hotel, London, last month His Excellency Tang Shao Yi, the Special Envoy sent to England by the Emperor of China, received a deputation representing anti-opium societies. The Chinese Minister was present. The deputation included the Bishops of London and Southwark, Sir Matthew Dods-worth, the Rev. Campbell Morgan, Dr. W. R. Rathford, Mr. P. Professor Caldwell, and Dr. Maxwell.

Sir Matthew Dods-worth thanked the Envoy for receiving the deputation, and presented an address, which stated: "For more than a generation we have been protesting against the wrongfulness of the Indo-Chinese Opium Trade and against the conditions under which it has been carried on since the Treaty of Tientsin. Our agitation from the beginning has been based upon the testimony of those who have lived in close association with the Chinese people, and whose unfaltering witness against the use of opium for other than medicinal purposes was bound sooner or later to have due weight. Whilst we do not presume to apportion the precise amount of blame attaching to the Governments concerned, or to their personal representatives, we have long felt that China has not been treated fairly in the past, and that a trade which works so much mischief in the spheres of character and social life is unworthy of a nation which accepts the Christian standard of ethics, and which professes the goodwill which ought to prevail between the Eastern and Western worlds. We congratulate the Government, of which you are a distinguished Minister, upon the heroic effort it is now making to deal with this insidious and widespread evil."

The Bishop of London said they were present with a feeling of pity that so many of their fellow men and women were afflicted with such a curse, and a feeling of shame that their own country was implicated in the matter. They were there that afternoon to salute the effort His Excellency was making in his own country. Dr. Ruth-ford, M.P. the Rev. Campbell Morgan, Professor Caldwell, Dr. Maxwell and the Rev. Arnold Foster also spoke.

His Excellency said that he had always taken a deep interest in the anti-opium movement ever since he was a student in America in the early Seventies. He had never realized, however, that they could attempt to make such a movement in China till he was sent by his Government to India in 1905 in connection with the Lhasa Convention. While there he had opportunities of studying the opium question, and he was fortunate enough to make the acquaintance of the Finance Secretary, Mr. Baker. From him he learnt that the Government of India could dispense with the revenue derived from opium. Nothing was more surprising to him and nothing gave him greater joy than to hear that. In that year the question was brought up in England, and when he returned to China in the winter of 1905 he informed his Government that the British public was very "anti-opium"—(cheers)—and also that the Indian Government was not at all anxious for the revenue derived from opium. Therefore, he told his Government that it was for the Chinese themselves to put a stop to the opium trade, and that they must not rely upon others. He had already got regulations in his head, and the Government asked him to draw up certain rules to put a stop to the opium trade. In order not to be too radical, he suggested that three years should be allowed for putting an end to it, but the Cabinet said that was too radical, and although he suggested six years the final decision of the Government was to make it ten years. He said that unless they put a stop to it in two or three years they might as well let this conversation die out. They fully appreciated the co-operation of gentlemen in England, and he begged that they would keep up the agitation not only for their own sakes but for the sake of the Chinese people. There was much yet to be done, and he could only hope that the International Opium Conference now assembled in China, since it signalled the sincere co-operation of many nations having interests in the Far East, would be productive of good results and would materially advance the solution of the problem. (Cheers.)

NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the **MANAGER**, and special business matters to the **MANAGER**. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press Codes: A.R.C. 5th B.L. 12th.

P.O. Box, 33, Telephone No. 12.

NEW ADVERTISEMENTS

ICE

WE HAVE MET THE CUT and are now selling Ice from our Depot, Nos. 55 & 57, Des Vaux Road Central, for HALF A CENT PER POUND.

We have the ONLY FACTORY IN HONGKONG Manufacturing Ice from DISTILLED WATER and therefore we GUARANTEE ITS PURITY.

ORIENTAL BREWERY LTD.

Hongkong, 16th March, 1909. [474]



PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 17th March, 1909, at Noon, at their Sales Rooms, No. 9, Des Vaux Road, corner of Ice House Street,

THE GOODS AND CHATELLETS OF THE "SHANGHAI HOTEL," Nos. 188, 189, 190 and 191, Connaught Road West.

Terms:—As Usual.

HUGHES & HOUGH, Government Auctioneers, Hongkong, 16th March, 1909. [475]

FOR SALE BY PUBLIC AUCTION.

(TO DISSOLVE A PARTNERSHIP)

On SATURDAY, the 20th March, at 3 P.M., Opposite the City Hall,

THE following well-known Race Ponies:

"COCKLEB." 130, Winner of the Spring Cup, Race Club Challenge Cup and Consolation Stakes Shanghai, 1906. Consolation Cup Shanghai Spring Meeting, 1907. Gymkhana Cup Hongkong Races, 1908, and many Races at Hongkong Gymkhana. Ran prominently at last Race Meeting.

"EARTHQUAKE." 123, Winner of Payola Cup Shanghai, 1907, Champions Amoy, 1908, Victoria Stakes Hongkong, 1908 and many Races at Hongkong Gymkhana.

Terms:—As Usual.

HUGHES & HOUGH, Auctioneers, Hongkong, 16th March, 1909. [476]

BANK LINE LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "GYMERIC," VAN COUVER, YOKOHAMA, MOJI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd., Agents, Hongkong, 15th March, 1909. [8]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:

Epitome of the Week's News.

Leading Articles:

Report of the Opium Commission.

Korea's Reformation.

Paternal Government.

The Balkan Squabble.

Abolition of Opium Divans in Hongkong.

Random Reflections.

Hongkong News.

Hongkong Legislative Council.

A Night of Miracles.

British and Foreign Bible Society.

Interesting Wedding: Owen-Seth.

New Netherlands Consul for Hongkong.

Victoria British School.

Incomplete Sanitary Board.

Abandoning Sheriff.

Supreme Court.

Proposed New Tramway to the Peak.

Restriction of Opium in Hongkong and in China—Governor's Memorandum.

Opium Commission Resolutions.

Opium in Indo-China.

Visit of the Philippine Squadron to Hongkong.

Collision in Hongkong Harbour.

"Fatsian" Incident.

Hongkong University.

Company Reports:

Geo. Fenwick and Company, Limited.

China Sugar Refining Company.

Luzon Sugar Refining Company.

Dai Nippon Sugar Refining Company.

Bank Dividends.

Company Meetings:

Hongkong Hotel Company, Limited.

Union Water Boat Company.

Hongkong Fire Insurance Co., Ltd.

Hongkong and Kowloon Wharf and Godown Company.

Central Stores Limited, Shanghai.

Burglary in Hongkong.

Burial of the Emperor Kwang Hsu.

Far Eastern Telegrams.

Vision to the "Katsang."

Commercial Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong, 16th March, 1909.

NEW ADVERTISEMENTS

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"CALEDONNIEN," Captain Bruno, will be despatched for the above Ports TO-DAY, the 16th inst., at NOON.

For Freight or Passage, apply to P. DE CHAMPMORIN, Agent, Hongkong, 16th March, 1909. [2]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR," Captain Bruno, will be despatched for the above Ports on FRIDAY, the 19th inst., at 4 P.M.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents, Hongkong, 15th March, 1909. [477]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents, Hongkong, 15th March, 1909. [477]

S.S. "CALEDONNIEN,"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex

s.s. "Corduan" and "Medoc" from Bordeaux

ex s.s. "Ville de Dunkerque" in connection

with above Steamer are hereby

informed that their goods with the

exception of Opium, Treasure and Valuables

are being landed and stored at their risks

into the hazardous and/or extra hazardous

Godowns of the Hongkong and Kowloon Wharf

and Godown Co., Ltd., at Kowloon whence

delivery may be obtained immediately after

landing.

Optional Cargo will be forwarded on unless

intimation is received from the Consignees

before requesting it to be landed here.

Bills of Lading will be countersigned by the

Undersigned. Goods remaining unclaimed after

MONDAY, the 22nd inst., at Noon, will be

subject to rent and landing charges.

All claims must be sent in to me on or before

the 22nd inst., or they will not be recognized.

All damaged packages will be examined on

MONDAY, the 22nd inst., at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPMORIN, Agent, Hongkong, 15th March, 1909. [2]

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-FIRST ORDINARY

ANNUAL MEETING OF THE SHARE-

HOLDERS of the above Company will be held

at the Offices of the General Agents, King's

Building, on FRIDAY, the 19th March, at

NOON, for the purpose of receiving the Report

and Statement of Accounts for the year ending

31st December, 1908.

The TRANSFER BOOKS of the Company will

be CLOSED from the 6th to the 19th

March, both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 3rd March, 1909. [400]

LUZON SUGAR REFINING CO., LTD.

NOTICE.

THE TWENTY-SEVENTH ORDINARY

ANNUAL MEETING OF THE SHARE-

HOLDERS of the above Company will be held

at the Offices of the General Agents, King's

Building, on FRIDAY, the 19th March, at

12.30 P.M., for the purpose of receiving the Report

and Statement of Accounts for the year ending

31st December, 1908.

The TRANSFER BOOKS of the Company will

be CLOSED from the 6th to the 19th March,

both days inclusive.

JARDINE, MATHESON & Co., Ltd., General Agents, Hongkong, 3rd March, 1909. [401]

AUCTION

PUBLIC AUCTION.

THE UNDER-MENTIONED VALU-

ABLE LEASEHOLD PROPERTY

will, by Order of the Mortgagee, be offered for

Sale by Mr. Geo. P. LAMBERT, Auctioneer, at his

Sales Rooms, Duddell Street, Victoria,

Hongkong, TO-MORROW (WEDNESDAY), the

17th March, 1909, at 12 o'clock Noon. Each

Lot subject to a reserved price.

Lot 1. MARINE LOT 6A, with No. 19, Jervois

Street thereon. Area 1023 Square feet. Term

999 years from 14th February, 1887.

Lot 2. KOWLOON INLAND LOT 430, with

No. 137, Station Street North, Mongkok, thereon.

Area 1150 Square feet. Term 75 years from 20th February, 1888.

Lot 3. KOWLOON INLAND LOT 431, with

No. 135, Station Street North, Mongkok, thereon.

Area 1150 Square feet. Term 75 years from 20th February, 1888.

Lot 4. KOWLOON INLAND LOT 432, with

No. 133, Station Street North, Mongkok, thereon.

Area 1150 Square feet. Term 75 years from 20th February, 1888.

For further particulars and Conditions of Sale apply to the Auctioneer or to Mr. H. K. HOLMES, Solicitor for the Vendor, 54, Queen's Road Central, Hongkong. Hongkong, 8th March, 1909. [438]

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-THIRD YEARLY GENERAL MEETING of the Members of the HONGKONG CLUB, will be held in the Club House, TO-DAY (TUESDAY), the 16th March, 1909, at 5.15 P.M.

By Order, JAMES CRAIK, Secretary, Hongkong, 3rd March, 1909. [408]

HONGKONG CLUB.

NOTICE.

THE FIFTEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (1895) of the HONGKONG CLUB, payable on WEDNESDAY, the 31st March, 1909, will be held at the Hongkong Club House at 11 o'clock A.M. on FRIDAY, the 19th March, 1909.

Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK, Secretary, Hongkong, 16th March, 1909. [446]



SANITARY BOARD OFFICE.

HONGKONG.

TO THE OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYELAWS (as amended), every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a shop, Office or Godown, must be CLEANSED and LIMEWASHED THROUGHOUT by the owners during the months of February and March.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room, all cubicle partitions, stair casings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard must have its containing walls lime-washed up to the level of the first floor. Carvel, painted, polished woodwork in good condition, however, need not be lime-washed, but must be cleaned.

The Western Division of the City lies to the West of Tank Lane and Cleverly Street.

The Government Limewashing Contractor is prepared to cleanse and lime-wash floors at the rate of \$1.00 per floor on application being made to the Secretary of the Sanitary Board.

A. GIBSON, Secretary, Dated this 1st day of March, 1909. [470]

NOTICE.

THE UNDERSIGNED having been appointed TRUSTEE of the CANTON CONDITION HOUSE COMPANY by Order of H.M.'s Supreme Court, dated 11th February, 1909, HEREBY GIVES NOTICE that the following LAND AND HOUSE PROPERTY WILL BE SOLD BY PUBLIC AUCTION at Canton on 20th MARCH, 1909, at 12 o'clock Noon, namely:

Lot 52 on the British Colonisation Canton, measuring approximately 12,645 square feet, together with all Buildings erected on the said Lot, at a reserve price, based on the highest offer in writing, sealed or unsealed, submitted to the Trustee 24 hours prior to the Auction.

Terms:—Cash on completion of transfer of Lot to Purchaser.

H. H. FOX, H. M. Acting Consul-General, Trustee for the Canton Condition House Co. Shamoon, 10th March, 1909. [459]

NOTICE.

WE, the Undersigned, a well-established Firm trading in Human Hair, beg to inform the Public that we have now opened an Office in Hongkong at 127, Des Vaux Road, (first floor). Hitherto our Business was carried on at Ka Ying Chou and Canton, but in the interest of our Patrons, and in order to make ourselves more widely known to prospective purchasers in this part of China we have thought it advisable to open the above Office for the Transaction of our Hongkong Business. We also desire to make known that the Goods supplied by us are of the best quality procurable and are subjected to a special process of cleaning and drying known only to ourselves.

To prevent imitation and fraud we have adopted a special TRADE MARK an illustration of which appears beneath.

LUN CHEONG & Co., 127, Des Vaux Rd. (first floor), Hongkong. [460]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPAULING

ARNHOLD, KARBURG & CO.

Sole Agents.

TO LET

TO LET.

ROOMS in HOTEL MANSIONS, suitable for Offices or Chambers.

Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 11th November, 1908. [104]

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—SECRETARY, A. S. Watson & Co., Limited, Hongkong, 23rd April, 1907. [102]

TO LET—FURNISHED.

NO. 25, CONDUIT ROAD (Clifton Gardens) from 1st of May, 1909.

Apply to—H. BRODESEN, Care of THE ASIATIC PETROLEUM CO. LD., King's Buildings, Hongkong, 15th March, 1909. [468]

TO LET

TO LET.

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST. Apply—CHATER & MODY, Victoria Buildings, Hongkong, 1st February, 1909. [264]

TO LET.

NO. 6, OBSERVATORY VILLAS, Kowloon. Five-Roomed House; Electric Lights and Tennis Court. "ERANEE BUNGALOW," Kowloon. A Small Garden attached. Moderate Rental. Apply to—ARRATON & APAL & Co., 45, Wyndham Street, Hongkong, 3rd March, 1909. [399]

TO LET.

A HOUSE in MOUNTAIN VIEW for one or two years. Apply—DENNY & BOWLEY, Hongkong, 28th January, 1909. [219]

TO LET.

NOS. 2 & 3, BEACONSFIELD ARCADE, facing the Parade Ground. A 6-ROOMED HOUSE Furnished or Unfurnished at the Peak. GLENSHILL next to Plantation Road, Tram Station. Furnished 5 Rooms, for 5 Months from 5th May, 1909. C.M.S. PEAK BUNGALOW, furnished, Mount Kellett, from 1st April to end of June, 1909.

BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms. DWELLING ROOMS and OFFICES in Queen's Road Central. GOWDOWNS in Duddell Street. BELLIOS TERRACE HOUSES, ROBINSON ROAD.

Apply to—LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 12th March, 1909. [100]

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Vaux Road Central (formerly occupied by Messrs. SHAW, TOMES & Co.) Repts. Low. Apply—THE COMPADRORE DEPARTMENT, E. D. SASSOON & Co., Queen's Road Central, Hongkong, 25th February, 1909. [105]</

NOTICES TO CONSIGNEES

AMERICAN & MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM SINGAPORE AND NEW YORK.

THE Steamship

"SLOEMFONTEIN."

Captain Lindner, having arrived from the

above Port, Consignees of Cargo are hereby

informed that their Goods are being landed at their

risk into the Godowns of the Hongkong and

Kowloon Wharf and Godown Company, Ltd.,

Kowloon, and stored at Consignees' risk and

expense.

All broken, chafed, and damaged goods are

to be left in the Godowns, where they will be

examined on Wednesday, the 17th inst., at

3 P.M.

All Claims must be presented within fifteen

days of the steamer's arrival here, after which

date they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 17th inst., will be subject

to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 11th March, 1909. [454]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND

STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon where each

consignment will be sorted out. Mark by Mark

and delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary within

6 hours.

Goods not cleared by the 18th inst., at 4 P.M.,

will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignees' and

the Company's representative at an appointed

hour. All claims must be presented within ten

days of the steamer's arrival here after which

date they cannot be recognized. No claims will

be admitted after the Goods have left the

Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th March, 1909. [1]

NORDDEUTSCHER LLOYD BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are hereby

informed that their Goods with the exception

of Opium, Treasures and Valuables, are being

landed and stored at their risk into the

hazardous and/or extra hazardous Godowns of

the Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and West Point

Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 19th inst., will be subject

to rent.

All broken, chafed and damaged Goods are

to be left in the Godowns, where they will be

examined on the 19th inst., at 9.30 A.M.

All Claims must reach us before the 23rd

inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDDEUTSCHER LLOYD,

MELCHERS & Co.,

General Agents.

Hongkong, 12th March, 1909. [5]

FROM EUROPE.

THE H.A.L. Steamship

"AMBRIA"

Captain Deinst, having arrived, Consignees of

Cargo are hereby requested to send in their

Bills of Lading for countersignature by the Under-

signed and to take immediate delivery of their

Goods from alongside.

Optional Cargo will be forwarded unless

notice to the contrary be given before To-day.

Any Cargo impeding their discharge will be

landed at consignees' risk into the hazardous

and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, and stored at Consignees'

risk and expense.

All Claims must be presented within ten days

of the steamer's arrival here, after which date

they cannot be recognized.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 20th March, will be

subject to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on the 20th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,

Hongkong Office.

Hongkong, 13th March, 1909. [467]

EAST ASIATIC COMPANY, LTD.

COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"TRANQUEBAR."

having arrived, Consignees of Cargo are hereby

informed that their Goods, with the exception

of Opium, Treasures and Valuables, are being

landed and stored at their risk into the hazar-

dous and/or extra hazardous Godowns of the

Hongkong and Kowloon Wharf and Godown

Company, Limited, Kowloon, and West Point

Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods

have left the Godowns, and all goods remaining

undelivered after the 20th inst., will be subject

to rent.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined on 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst.,

or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

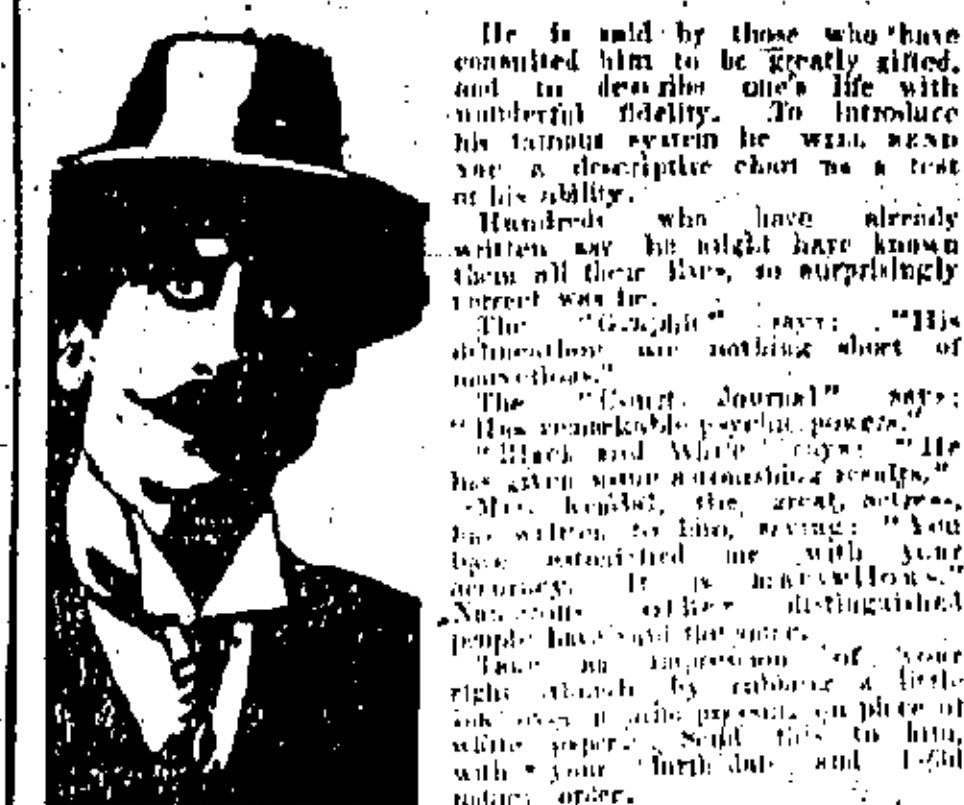
undersigned.

MELCHERS & Co.,

Agents.

Hongkong, 13th March, 1909. [6]

DO YOU KNOW THIS MAN?



DO IT NOW. YOU WILL BE AMAZED.

His address is—

Professor KENDAL, 89, Regent St., London.

[420]

The World's Family Medicine.

A family medicine is a necessity.

The human body is an intricate

piece of machinery which is easily put

out of order, and unless the wrong

is righted in its early stages a

general break-down is certain.

The wise keep the World's Family

Medicine always at hand, and this

is universally acknowledged to be

BEECHAM'S PILLS

A dose taken when ailments arise

will quickly remove the cause of

the trouble, and good health will

be restored.

They cleanse the system, tone up

and regulate the digestive organs,

and stimulate the Liver and Kidneys

to healthy action.

Always keep Beecham's Pills in

the house, and as occasion requires

take a dose and you will enjoy

perennial good health.

BEECHAM'S PILLS

Sold in boxes, price 2s. 6d., 1/6 & 2d.

1544

AS SUPPLIED TO THE HOUSE OF

LOARDS, AND HOUSE OF COMMONS.

THORNE'S

OLD VAT

PER CASE \$15

ON SALE

BOUND VOLUMES of the HONGKONG

WEEKLY PRESS. July to December,

1908. With Index. Price \$7.50.

On sale at the "HONGKONG DAILY PRESS"

Office.

Hongkong, 21st January, 1909.

NOTICES TO CONSIGNEES

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "CRAIGVAR."

FROM SEATTLE, WASH.

THE above Steamer having arrived, Con-

signees of Cargo are hereby requested to

send in their Bills of Lading as soon as

possible.

Consignees of cargo will please take notice

that before delivery can be obtained, they must

sign an Average Bond, which is lying at the

Office of the Undersigned and pay a Deposit of

six pence (6d.) per Quarter sack of Flour for

contribution to General Average.

Delivery Orders will then be granted in

exchange for Bills of Lading against which

Consignees are requested to take immediate

delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

No Fire Insurance will be effected by us in

any case whatever.

DODWELL & Co., Ltd.,

Agents.

Hongkong, 12th March, 1909. [8]

LONDON: AN IMPRESSION.

(BY A CORRESPONDENT TO THE "TIMES.")

You may count on the fingers of the cities that

have the power of drawing back, as does a

magnet, those who have once lived in them.

Paris possesses it, and Rome, Venice, and

Moscow, and San Francisco. One imagines

the Celestial longing for another sight of many-

pagoda of Peking, the Indian pining for another

Delhi, the Persian looking forward to the day

when he will see, once more, the rose-gardens

and glittering tiles of Teheran. But not in

all the world is there another city whose

memories are so potent, whose embrace is so

unyielding, as London. To one who has loved

London, his return is as inevitable as the

passing of the days. He can be really happy

anywhere else. It is for him the true "Gemma

of all joys, the joy of the world." In America,

Australia, Africa, his thoughts are turned to the

dear, delightful town, with its colour and its

wonder and its mystery, its storied walls, its

splendours, and its shades.

They tell me—the Englishmen whom I met

abroad in the course of an absence of many

years—that I should "not know London" when

I came back. Not know London! If all the

County Councils in the Kingdom were to do

their worst for fifty years, they could not make

London strange. Some few streets have dis-

appeared and others have been widened; there

are more hotels for opulent Americans; addi-

tional statues of doubtful artistic value have

been put up; a memorial to the late Queen

of beauty that is not doubtful, is being built;

motors have made travel easier for persons

who are unfortunate enough to be unable

to walk; the bridge at Ludgate-hill has been

replaced by a new one, and the old one is

being pulled down; the West-end shops are a little

more expensive and one sees fewer silk hats

than formerly. And, really, that is about all.

One or two "landmarks," as they are rather

stupidly called, have vanished, but the things

that I loved are all here still. I can still walk

in the Temple in the evening and fancy that

the statue of Lamb is round the corner visiting

the place of his "kindly employer." I can still

come here to Jermyn-street, and write and

sleep in Louis Philippe's old room. In Chesham-

walk memories of Whistler and Rossetti are

spoiled by no vandalism; South Kensington

is the same as when I saw Ruskin in the

Natural History Museum, old and feeble,

on his last visit to London. Piccadilly and

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 19th March	Freight and Passage.
LONDON VIA USUAL PORTS	MACEDONIA	Noon, 20th March	See Special of Call.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO PORT	PALAWAN	About 24th March	Freight and Passage.
SHANGHAI, MOJI, KOBE, NUBIA	ANG	About 27th March	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th March, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
MANILA	"TAMING"	On 16th March, 3 P.M.
SHANGHAI	"TOHANG"	On 17th March, 4 P.M.
NEWCHANG	"KWEIYANG"	On 18th March, 4 P.M.
SHANGHAI	"LINAN"	On 18th March, 4 P.M.
HAIPHONG	"SINGAN"	On 19th March, 10 A.M.
CHEFOO and TIENTSIN	"HUICHOW"	On 20th March, 4 P.M.
SHANGHAI	"ANHUI"	On 21st March, 4 P.M.
CEBU and LOILO	"KAIFONG"	On 21st March, 4 P.M.
MANILA	"TEAN"	On 23rd March, 3 P.M.

MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly. S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. REDUCED FARES: Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon. SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare \$40 Single and \$70 Return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS

11

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Wed. 17th March, Noon.
MANILA	"LOONGSANG"	Friday, 19th March, 4 P.M.
SHANGHAI	"KWONGSANG"	Saturday, 20th March, Noon.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	Tuesday, 23rd March, Noon.
MANILA	"YUENSANG"	Friday, 26th March, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay 5 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang Telephone No. 61.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

16

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
ANPING VIA SWATOW	"SHOSHU MARU"	WED. 17th March, at 8 A.M.
TAMUI VIA SWATOW	"DALIN MARU"	SUNDAY, 21st March, at 10 A.M.

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 9th March, 1909.

T. ARIMA, Manager.

13

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIYANG"	SWATOW, AMOY & FOCHOW	TUESDAY, 16th March, at Noon.
"HAIYUN"	SWATOW	WED. 17th March, at Noon.
"HAIYING"	SWATOW, AMOY & FOCHOW	FRIDAY, 19th March, at Noon.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 16th March, 1909.

10

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	R. W. Almond	Manila	On 20th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 27th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & Co.,
GENERAL MANAGERS.

Hongkong, 8th March, 1909.

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EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.

ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
MARSEILLES, HAVRE, COPENHAGEN and ST. PETERSBURG	"CATHAY"	About 20th March.
SHANGHAI, YOKOHAMA and KOBE	"TRANQUEBAR"	About Mid. of March.

For Further Particulars apply to

MELCHERS & Co.,
AGENTS.

Hongkong, 3rd March, 1909.

6

NIPPON YUSEN KAISHA.

EXTRA PASSENGER SERVICE NEW STEAMERS—EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, COLOMBO, SUEZ AND PORT SAID.

THE CO.'S NEWLY BUILT 9000 TONS PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

ATSUTA MARU - (Capt. W. THOMPSON) - About Wed. 7th April.

MIYASAKI MARU - (Capt. W. BAINBRIDGE) - About Wed. 5th May.

KITANO MARU - (Capt. —) - About Wed. 2nd June.

HIRANO MARU - (Capt. H. FRASER) - About Wed. 30th June.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further particulars apply to

NIPPON YUSEN KAISHA.

Hongkong, 24th February, 1909.

93

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	TAMBA MARU	6134	WED. 17th March, at Daylight
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBE, YOKOHAMA and YOKOHAMA	INABA MARU	6189	WED. 17th March, at Daylight
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TOGA MARU	5827	TUESDAY, 16th March, at Noon
NAGASAKI, KOBE and YOKOHAMA	SHINANO MARU	6388	TUESDAY, 30th March, at Noon
BOMBAY via SINGAPORE and COLOMBO	NIKKO MARU	5539	FRIDAY, 19th March, at Noon
SHANGHAI, MOJI and KOBE	KUMANO MARU	5076	FRIDAY, 16th April, at Noon
YOKOHAMA	KUMANO MARU	5076	WED. 17th March, at Noon
YOKOHAMA	YEBOSHI MARU	3798	THURSDAY, 18th March, at Noon
YOKOHAMA	YETOROFU MARU	3949	FRIDAY, 19th March, at Noon
YOKOHAMA	KANAGAWA MARU	6169	SATURDAY, 20th March, at Daylight

* Omitting Yokohama.
† Fitted with Marconi's System of Wireless Telegraphy.
‡ Through Passengers Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.
For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Hongkong, 15th March, 1909.

T. KUSUMOTO,
MANAGER.

15

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports. Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR ROTTERDAM, BREMEN & HAMBURG:
S.S. BRISGAVIA ... 23rd March	S.S. DORFUMUND ... 23rd March
S.S. BELGRAVIA ... 31st March	FOR MARSEILLES & HAMBURG:
S.S. SILESIA ... 15th April	S.S. SPEZIA ... 31st March
S.S. SCANDIA ... 27th April	FOR HAVRE & HAMBURG:
S.S. SENEGBAMBIA ... 10th May	S.S. JLLYRIA ... 8th April
S.S. SEGOVIA ... 17th May	FOR ROTTERDAM & HAMBURG:
S.S. ISTRIA ... 29th May	S.S. NICOMEDIA ... About beg. of April
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. AMBRIA ... 16th April
	FOR MARSEILLES, HAVRE & HAMBURG:
	S.S. BRISGAVIA ... 27th April

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 16th March, 1909.

12

MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.
FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 16th Mar., Noon
MARSEILLES VIA PORTS	"TOURANE"	On 16th March, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 29th March, 1 P.M.
MARSEILLES VIA PORTS	"NERA"	On 30th March, 1 P.M.

Transhipping on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from £27 10s. up to £71 10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

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P. DE CHAMPMORIN, AGENT,
Queen's Building.

Hongkong, 16th March, 1909.

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SOUTH MANCHURIA RAILWAY CO.

SHORTEST AND QUICKEST ROUTE BETWEEN CHINA AND EUROPE VIA DAIREN (DALNY).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Changchun (Kwanhsung), in connection with Siberian Express trains at Harbin, by a train composed of excellently equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co.

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YINGKOU LINE—For Yingkou (Newchang), 2 hours from Tushichihon Junction.
FUSHUN LINE—For the famous Fushun Collieries from Schiatar Junction.
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STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KOBE MARU" (2877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Luxe).

RAILWAY HOTELS—"YAMATO" HOTEL (Tel. Add. "YAMATO").
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (Kwanhsung), all managed by the Company and provided with every convenience, luxury, and comfort.

TICKETS AGENTS in the FAR EAST and EUROPE: Messrs. THOS. COOK & SON and the INTERNATIONAL SLEEPING CAR & EXPRESS TRAINS CO.

FUSHUN COLLIERIES—Fushun Steam Coal is supplied at Dairen, Yingkou, &c. Fresh stock always on hand.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.
Tel. Add. "MANCHU." Codes: A.R.C. 5th Ed., A.I. and Lieber's.

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THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
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Head Office for the Far East:—16, DES VUEUX ROAD, HONGKONG.
Japan Office:—14, WATER STREET, YOKOHAMA.

SHIPPING IN PORT.

STEAMERS.	STEAMERS.
ALBESIA, German str., 3376, Ernst, 1st March—Portland 28th Jan. and Moji 25th Feb.	RAJAB, German str., 1275, Petersen, 14th March—Bangkok & Kolschlag 7th Mar.
Flour—Portland Asiatic Steamship Co.	Rice and Seat—Butterfield & Swire.
AMERICA, German str., 3233, E. Deinat, 12th March—Singapore 6th March, General—H. A. L.	SAMSEN, German str., 998, F. Schmetz, 10th March—Bangkok 3rd March, General—Butterfield & Swire.
ASIA, British str., 2627, Harry Gunkroger, 11th March—San Francisco 6th February, Mails and General—O. & O. S. S. Co.	SAXONIA, German str., 4350, F. Balke, 15th Mar.—Amoy 11th March, General—Hamburg-America Linie.
BENGLOE, British str., 1933, Guy, 11th March—Moji 6th March, Coal—Gibb, Livingston & Co.	SHOSHU MARU, Japanese str., 999, I. Ijichi, 14th March—Amoy 10th via Amoy 11th and Swatow 13th March, General—Osaka Shosen Kaisha.
CLARA JENSEN, Ger. str., 1112, J. Bendixen, 7th March—Haiphong 2nd and Hoihow 5th March, Rice—Jensen & Co.	SURUGA, British str., 2727, Chubb, 12th March—Manila 8th March, General—Dodwell & Co.
ERBOLL, British str., 2889, L. James, 28th February—Bangkok 21st Feb., Ballast—Dodwell & Co.	TAISHAN, British str., 1173, J. T. Laing, 13th March—Saigon 9th March, Rice, Meal & General—Bradley & Co.
FEICHOING, Chinese str., 965, Panamora, 13th March—Shanghai 10th March, General—Chinese.	TAMING, British str., 1350, A. Somerville, 12th March—Manila 9th March, Tobacco, Wood and Sugar—Butterfield & Swire.
FOKUBA MARU, Jap. str., 1946, S. Kusawaki, 13th March—Moji 8th March, Coal—Matsu Bishi Goshi Kaisha.	TELEMACUS, Brit. str., 1340, Edwards, 2nd March—Saigon 26th February, Rice—Chinese.
HAIYANG, British str., 1362, Hodgins, 14th March—Swatow 13th March, General—Douglas, Lapraik & Co.	THORANE, French str., 3104, Lancelin, 14th March—Yokohama and Shanghai 11th March, General—M.M.
HANGSANG, British str., 1356, S. Wilde, 13th March—Shanghai 7th March, General—Jardine, Matheson & Co.	TRANQUERAR, Danish str., 2226, C. Dons, 13th March—Singapore 6th March, General—Melchers & Co.
HANTANG, British str., 1287, Trowbridge, 9th March—Daly and Chefoo 4th March, Bulk and Beans—Butterfield & Swire.	TRIUMPH, German str., 762, J. C. Hansen, 13th March—Haiphong and Hoihow 12th March—Jensen & Co.
HILARY, German str., 1756, Hatje, 8th March—Sonnabys 19th March, Sugar—Sander, Wieler & Co.	VENUS, American str., 608, G. Bentreria, 28th Feb.—Manila 24th Feb.—Jorge & Co.
JOHANN, German str., 952, J. Jwerson, 9th March—Dali and Singapore 2nd March, General—Jensen & Co.	VICTORIA, Swedish str., 989, Thar, Eohert, 9th March—Sourabaya 20th Feb., Sugar—Sander, Wieler & Co.
KIANG PING, Chinese str., 1222, Uddan, 10th March—Chinkiang 5th March, General—Tung Lee & Co.	WONGKAT, German str., 1119, W. Roher, 13th March—Bangkok 5th March, Rice and Wood—Butterfield & Swire.
KWANGTAN, Chinese str., 1536, W. H. Lant, 9th March—Shanghai 6th March, General—Chinese.	YORIHIMA MARU, Jap. str., 2356, Nakamura, 3rd March—Moji 25th February, Coal—Ataka & Co.
KWEIYANG, British str., 1062, M. Dawson, 10th March—Chinkiang 6th Mar, General—Butterfield & Swire.	
LOONGSANG, British str., 1092, S. J. Payne, 16th March—Loilo 6th March, Sugar and Wood—Jardine, Matheson & Co.	
MARIE JENSEN, German str., 1356, Pedersen, 7th March—Saigon 25th February, Rice—Jensen & Co.	
MATHILDA KORNBER, Ger. str., 1847, Dabbern, 10th March—Moji 3rd March, Coal—Jensen & Co.	
MATHILDE, German str., 831, Ulderup, 13th March—Hong Kong 9th and Hoihow 11th March—Jensen & Co.	
PHUWAT, British str., 1069, J. H. Scott, 10th March—Saigon 5th March, Rice and General—Chinese.	

NOW READY

THE
DIRECTOR AND CHRONICLE
FOR 1909.

Copies may be obtained at the "Hongkong Daily Press" Office or from Booksellers throughout the Far East.

POST OFFICE NOTICE

Correspondence for EUROPE, via SIBERIA, is forwarded from HONGKONG by all vessels sailing for SHANGHAI.

Approximate times of closing mails at Shanghai via Dohy and Siberia.

25th March	at 11.45 a.m.
1st April	at 8.15 p.m.
9th April	at 10.45 a.m.
15th April	at 5.15 p.m.
23rd April	at 9.45 a.m.

The Public are informed that the Cash on Delivery service from the United Kingdom to Hongkong commenced on the 1st of February 1909.

The Delhi, with the English mail of the 19th February, left Singapore on Saturday, the 13th instant, at 10.30 a.m., and may be expected here on or about Thursday, the 18th instant, at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 19th January, and the parcel mails closed in London for despatch by the all sea route on the 10th February, and for despatch overland on the 17th February.

FOR	PER	DATE
Haiphong	Johanna	Tuesday, 16th, 9.00 A.M.
Haiphong	Triumph	Tuesday, 16th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO	Asia	Tuesday, 16th, 9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.)		
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, Swatow, Amoy and Foochow	Caledonia	Tuesday, 16th, 10.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Yokohama, Victoria and Seattle	Tosa Maru	Tuesday, 16th, 10.00 A.M.
EUROPE, India via Tientsin	Tourne	Tuesday, 16th, 10.00 A.M.
(Late Letters 11.00 a.m. to Noon Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this outward mail.)		
Manila	Taming	Tuesday, 16th, 2.00 P.M.
Manila	Michael Jensen	Tuesday, 16th, 2.00 P.M.
Chiofo, Ta Lien Wan and Newchwang	Yorhime Maru	Tuesday, 16th, 5.00 P.M.
Tringtau	Hilary	Tuesday, 16th, 5.00 P.M.
Kobe	Shoju Maru	Tuesday, 16th, 5.00 P.M.
Saigon	Tamba Maru	Tuesday, 16th, 5.00 P.M.
Swatow, Amoy and Auping	Hainan	Tuesday, 16th, 5.00 P.M.
Swatow, Amoy and Auping	Hangang	Wednesday, 17th, 11.00 A.M.

BURROUGH'S OLD TOM, GIN

PER CASE \$7.50

THE HIGHEST TYPE OF GIN AND SUPERIOR TO ANY IMPORTED.

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H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

TO-MORROW.
Sale, Valuable Leasehold Property, Sales
Rooms Mr. Geo. P. Lammert, noon.
Sale, Goods and Chattels, Sales Rooms,
Messrs. Hughes & Hough, noon.

COMMERCIAL.

EXCHANGE
CLOSING QUOTATION.

ON LONDON—	1.84
Telegraphic Transfer	1.84
Bank Bills, on demand	1.84
Bank Bills, at 30 days sight	1.84
Bank Bills, at 4 months sight	1.9
Credits, at 4 months sight	1.9
Documentary Bills 4 months sight	1.91
ON PARIS—	2194
Bank Bills, on demand	2233
Credits, at 4 months sight	2233
ON GERMANY—	178
On demand	178
ON NEW YORK—	423
Bank Bills, on demand	423
Credits, at 60 days sight	423
ON BOMBAY—	130
Telegraphic Transfer	131
Bank, on demand	131
ON CALCUTTA—	130
Telegraphic Transfer	131
Bank, on demand	131
ON SHANGHAI—	753
Bank, at sight	753
Private, 30 days sight	753
ON YOKOHAMA—	84
On demand	84
ON MANILA—	85
On demand	85
ON SINGAPORE—	104
On demand	104
ON HATPHONG—	12
On demand	12
ON SAIGON—	671
On demand	671
ON BANGKOK—	81.35
On demand	81.35
SOVEREIGNS, Bank's Buying Rate	859.50
GOLD LEAF, 100 fine per tael	859.50
SILVER, per oz.	233

PASSENGERS.

ARRIVED.
Per Linan, from Shanghai, Mr. & Mrs. Whelan and Miss Broomfield.
Per Tourane, from Shanghai, Messrs. Abins, Jebbin, Magellan and Elias.
Per Tamba Maru, from Japan, Mr. and Mrs. C. Pratah & 3 children, Mr. and Mrs. Y. Arima, Miss Fujimoto, Dr. E. L. Souza, Messrs. P. J. Benedetti, K. Koshino, A. J. Lewis, Z. Tanaka and Y. Fujiwara.
Per Kanagawa Maru, from Melbourne, &c., Mr. & Mrs. L. Beran and infant, Mr. and Mrs. A. Dickinson, Mr. and Mrs. R. Gray, Mr. and Mrs. W. Kew, Mr. and Mrs. M. Mitchell, Mr. and Mrs. E. Francisco and 3 sons, Mrs. Chase and 3 children, Messrs. A. Dickinson, G. G. L. Bendelack, R. and C. Coleman, Messrs. G. C. Coffin, E. B. Jacob, J. Milton, T. and H. Shaw, H. Walker, R. White and F. Francis.
Per Mongolia, from San Francisco, &c., Mr. and Mrs. F. Cameron, Mr. and Mrs. Chase, Gaspar, Mr. and Mrs. G. S. Hall, Mr. and Mrs.

M. A. Kees and infant, Mr. and Mrs. F. E. Lee, Mr. and Mrs. R. M. Lyle, Mr. and Mrs. N. J. Stubb, Mr. and Mrs. E. L. Watson, Mr. and Mrs. H. H. Wilkins, Mr. and Mrs. J. H. Scott and maid, Mrs. E. E. Caphart, Mrs. J. C. Hyer, Mrs. H. True and infant, Mrs. F. Seckers and amah, Miss E. B. Oakes, Hon. Liang Ching Kwei, Master Kees, Messrs. M. Clarke, J. S. Corley, A. P. E. Doyle, L. H. Hyer, H. K. Morgan, H. C. Ruppenthal, H. B. Walker, J. Morgan, W. H. E. Llewellyn, J. Struygmoor, S. J. Townsend, W. H. J. Fagan, J. J. Connell, C. Young and servant, G. R. Henkel, H. E. Krol, W. Martin, C. H. Purcell and servant, F. A. Noronha and G. E. Pingrell.

VESSELS EXPECTED.

THE CANADIAN MAIL.
The C.P.R. str. Empress of Japan arrived Nagasaki at 9.30 a.m. on Sunday the 14th inst., and left again at 5 p.m. same day for Shanghai where she is due to arrive at 4 a.m. on Tuesday the 16th inst.

THE ENGLISH MAIL.
The P. & O. str. Delhi left Singapore for this port on the 13th instant at 10.30 a.m., with the outward English Mail, and is due here on the 18th instant at about 8 a.m.

THE AUSTRALIAN MAIL.
The I.G.M. str. Prince of Wales left Sydney on the 11th instant at 2 p.m., and may be expected here on or about the 31st inst.

THE INDO-CHINA MAIL.
The Apar str. Lightning from Calcutta left Singapore on the 10th inst. afternoon, and may be expected here to-day.

The Indo-China str. Fooksang left Calcutta for this port via the Straits on the 7th inst., and may be expected here on or about the 23rd inst.

The Indo-China str. Suining from Calcutta and the Straits left Singapore for this port on the 13th instant.

MERCHANT STEAMERS.
The J.C. str. Yehoshi Maru (Bomby Lipo) left Moji on the 10th inst., and is expected here to-day.

The N.Y.K. str. Nikko Maru (Australian Line) left Nagasaki for this port on the 13th inst., and is expected here to-day.

The Austrian Lloyd's str. Austria left Singapore on the 11th inst. p.m., and is due here to-morrow.

The N.Y.K. str. Kanagawa Maru (European Line) left Singapore on the 12th inst., and is expected here on the 18th inst.

The N.Y.K. str. Yeforfu Maru (Bomby Lipo) left Singapore on the 11th inst., and is expected here on the 18th inst.

The N.Y.K. str. Shinano Maru (American Line) left Kobe for this port via Moji and Shanghai on the 12th inst., and is expected here on the 21st inst.

The N.Y.K. str. Wakana Maru (Bomby Lipo) left Bombay for this port via Singapore on the 12th inst., and is expected here on the 1st prox.

The Egyptian Favourite

among those who have sufficient knowledge of the essentials of a perfect Egyptian Cigarette is one of other of the brands known as

Bouton Rouge and Felucca EGYPTIAN CIGARETTES.

Until you have smoked them you really have not realized the perfection to which the manufacture of Egyptian Cigarettes can be brought. Their makers, Messrs. MASPERO FRÈRES, have now arranged for their supply by all high-class Tobacconists at the most reasonable prices.

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SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 15TH, 1909.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
Alhambra, Limited	300	\$500	\$50	Nominal
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$930, sul. & b.
National Bank of China, Limited	99,925	27	26	\$51, buyers
Bell's Asbestos Eastern Agency, Limited	3,604	\$12.6	12.6	\$10, buyers
China Borneo Company, Limited	60,000	\$12	\$12	\$123, buyers
China Light and Power Company	50,000	\$10	\$10	\$4.90, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$9.30, sales
COTTON MILLS.—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 115, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$82, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 89
Lao-Kung-Mow Co. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 94
Soy Chee Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 315
Dairy Farm Company	25,000	\$72	\$6	\$14, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co.	60,000	\$50	all	\$54, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$56, sellers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$94, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 88
Shanghai and Hongkong Wharf Co.	32,000	Tls. 100	Tls. 100	Tls. 175
Fenwick & Co., Limited	18,000	\$25	\$25	\$12, sellers
Green Island Cement Co., Limited	400,000	\$10	10	\$9.60, sellers
Hongkong and China Gas Co., Limited	7,000	\$210	all	\$210, buyers
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$153, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$200, sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	Nominal
Hongkong Milling Co., Ltd. (in Liquidation)	10,000	\$100	\$100	\$24
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$24
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$260	\$80	\$1874
China Fire Insurance Co., Limited	20,000	\$100	20	\$874, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$510
Hongkong Fire Insurance Co., Limited	8,000	\$250	25	Tls. 974, buyers
Hongkong Marine Insurance Co., Limited	10,000	\$215	\$100	\$830, buyers
Union Insurance Society, Limited	10,000	\$250	\$60	\$1924, buyers
Yangtze Insurance Association, Limited	12,000	\$100		
LANDS AND BUILDINGS.—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	100	\$99, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	\$30	\$83, buyers
Hampshire Land and Building Company	6,000	\$50	\$30	\$30
Kowloon Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 115
Shanghai Land Investment Co., Limited	12,500	\$50	\$50	\$44, sellers
West Point Building Co., Limited				
MINING.—				
Société Française des Charbonnages du Tonkin	18,000	Fcs. 250	all	\$590, buyers
Raub Australian Gold Mining Co., Ltd.	200,000	\$10	18/10	\$81, sellers
Peak Tramways Co., Limited	25,000	\$10	all	\$14
Philippine Co., Limited	67,500	\$10	\$10	\$8, sellers
REFINERIES.—				
China Sugar Company, Limited	20,000	\$100	all	\$150, sellers
Luzon Sugar Company, Limited	7,000	\$100	all	\$17, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$59, sellers
STEAMSHIP COMPANIES.—				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$11, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$234, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	\$15	\$40, buyers
Indo-China Steam Navigation Co., Ltd.	60,000	\$5	\$5	\$20, buyers
Shell Transport & Trading Co., Limited	2,000,000	\$1	\$1	\$47, buyers
Star Ferry Company, Limited	10,000	\$10	\$10	\$233
South China Morning Post	10,000	\$10	\$5	\$15, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$24, sellers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	12,000	\$7	\$7	\$24
Watkins, Limited	3,000	\$10	\$10	\$24
A. S. Watson & Co., Limited	10,000	\$10	\$10	\$9, buyers
Weissmann, Limited	90,000	\$10	\$10	\$140
United Asbestos Oriental Agency, Limited	9,000 ordy.	\$10	\$10	\$4
Union Waterboat Co., Limited	100 fiders	\$10	\$10	\$10, buyers
	50,000	\$10	\$10	\$10, buyers

OPIUM.

March 15th.

Quotations are—	Value.	Interest.	Quotation.
Malwa New	\$1,070/1,080 per picul		
Malwa Old	\$1,090/1,100		
Malwa Older	\$1,110/1,120		
Malwa V. Old	\$1,150/1,160		
Persian fine quality	\$1,020/1,030		
Persian extra fine	\$880		
Persian New	\$1,000		
Persian Old	\$1,030		
Bengal New	\$1,000		
Bengal Old			

STEAMERS PASSED THE CANAL.

Feb. 20th—Erzherzog Franz Ferdinand, Kanagawa Maru, Prins Ladwig. 24th—Atyana, Sunda. 27th—Munaster Castle, Glenora. Nubia, Glenlogan, Pelus, Tydeus. March 3rd—Bendalder, Indrara, Peking, Goeben. Hakata Maru, Benedit, Mauchon. 10th—Aragonia, Benedit, China (Amu), Bombay Maru, Ernest Simons, Sydney, Nyansa, Tencer. 13th—Denatlon, Pera, Polynesian, Persia, Yang Tze.

ARRIVALS AT HOME.

March 12th—Kawachi Maru, Lutze.

THE ACME OF
EGYPTIAN CIGARETTE PERFECTION.
DISTINCTIVE CIGARETTES
FOR
DISCRIMINATING SMOKERS.
IN 50'S & 100'S
HERMETICALLY SEALED BOXES
FROM ALL TOBACCONISTS.

MITSU BISHI GOSHI KAISHA
(MITSU BISHI CO.)
COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA OCHI, HOJO, NAKAMAZU, SAYO, SHINNEW AND KAMIMAZU, Collieries. SOLE AGENTS FOR KISHIDAKE, MIYAO AND KIGYO KOMATSU Coals.

Special attention is invited to the fact that, MUTABE, the well known coal mine, near Karatsu, has lately been taken over by the Company, and is now being worked on a larger scale.

HEAD OFFICE—MARUNOUCHI, TOKYO.

BRANCH OFFICES—NAGASAKI, MOJI, KARATSU, WAKAMATSU, KOBE, OSAKA, SHANGHAI, HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI". Codes, AI, ABC 5th Ed., Western Union.

AGENTS:—YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GEARING & Co. MANILA: Messrs. MACDONALD & Co.

For Particulars apply to H. OISHI, Manager, No. 2, Pedder Street, Hongkong. Hongkong, 9th January, 1909. [716]

NAPIER JOHNSTONE'S "SQUARE BOTTLE" WHISKY.

UNVARIED FOR 150 YEARS.

THE SAME TO-DAY AS IN 1745.

Beware of Whiskies Sold under Similar Names.

Known in Hongkong for Half a Century.

SOLE AGENTS IN HONGKONG: **LANE, CRAWFORD & Co.,** and from ALL WINE MERCHANTS. [52]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH TICKETS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars apply to **DODWELL & CO., LIMITED,** General Agents for China and Japan. Hongkong, 4th August, 1898. [9]

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, March 16th.

Barometer	Therm. (Wetbulb)	Therm. (Drybulb)
80.11	82.4	80.04
80.00	82.4	80.04
79.88	82.4	80.04
79.76	82.4	80.04
79.64	82.4	80.04
79.52	82.4	80.04
79.40	82.4	80.04
79.28	82.4	80.04
79.16	82.4	80.04
79.04	82.4	80.04

Highest open air Temperature on 14th.....82
Lowest open air Temperature on 14th.....53

Printed and Published by **BEATRICE A. HALL** for the Concerned at 10A, Des Voeux Road Central, Victoria, Hongkong; London Office, 151, Fleet Street, E.C.

VISITORS AT HOTELS.

HONGKONG HOTELS.

Mr. & Mrs. Adams	Mr. D. Macdonald
Mr. & Mrs. J. R. Ainsley	Mr. L. Magna
Mr. A. J. Armistead	Viscount & Viscountess
Mr. S. Armstrong	Manoir
Col. W. Babine	Mr. W. Martin
Miss G. Barclay	Miss K. A. Massey
Miss M. Barber	Mrs. N. Y. Matheson
Mr. A. Barber	Mr. G. C. McIntosh
Mr. H. Barnicot	Mr. G. W. McKean
Mr. & Mrs. T. L. Barrett	Dr. D. McKibbin
Mr. & Mrs. T. B. Bellfield	Dr. & Mrs. M. Mitchell
Mr. & Mrs. E. de Benckly	Miss Nitche
Mr. W. Birkyre	Mr. J. Mitten
Mr. & Mrs. D. H. Bishop	Capt. H. Monton
Dr. G. D. R. Black	Mr. H. J. Morse
Mrs. Brockett	Mr. B. L. Packer
Miss Brownfield	Mr. H. A. Patnam
Mr. and Mrs. W. C. Bunnam	Dr. & Mrs. W. Pearson
Mr. R. Clark	Mr. J. P. P.
Miss H. V. Clarkson	Mr. F. W. P.
Mr. C. D. Coffin	Mr. C. H. P.
Mrs. W. C. Collum	Mr. G. H. P.
Miss E. H. Colburn	Mr. G. H. P.
Mr. H. L. Condon	Mr. G. H. P.
Miss E. H. Copeland	Mr. G. H. P.
Mr. A. P. Dyle	Mr. G. H. P.
Sir George and Lady Erington and maid	Mr. G. H. P.
Mr. W. S. Fraser	Mr. G. H. P.
Miss M. L. Frederick	Mr. G. H. P.
Mr. J. T. F. Froger	Mr. G. H. P.
Mr. W. Stuart J. Fuller	Mr. G. H. P.
Mr. Denman Fuller	Mr. G. H. P.
Mr. A. G. Gardner	Mr. G. H. P.
Mr. & Mrs. J. G. Gifford	Mr. G. H. P.
Mr. & Mrs. R. K. Gray	Mr. G. H. P.
Miss Gray	Mr. G. H. P.
Mr. & Mrs. G. S. Hall	Mr. G. H. P.
Capt. T. P. Hall	Mr. G. H. P.
Mr. & Mrs. Hansen	Mr. G. H. P.
Mr. and Mrs. J. J.	Mr. G. H. P.
Mr. & Mrs. J. J.	Mr. G. H. P.
Mr. P. Harris	Mr. G. H. P.
Mr. G. V. Hayes	Mr. G. H. P.
Mr. P. E. Heermann	Mr. G. H. P.
Mr. G. K. Henkel	Mr. G. H. P.
Mr. D. G. Heslop	Mr. G. H. P.
Hon. Mr. E. A. Hewitt	Mr. G. H. P.
Adm. R. H. Hogg	Mr. G. H. P.
Capt. R. H. Hogg	Mr. G. H. P.
Mr. and Mrs. T. F. Jewell	Mr. G. H. P.
Miss S. Jones	Mr. G. H. P.
Mr. & Mrs. E. B. Kip	Mr. G. H. P.
Miss W. R. Kip & valet	Mr. G. H. P.
Mr. W. B. Knight	Mr. G. H. P.
A. Kopp	Mr. G. H. P.
Mr. G. H. Kopp	Mr. G. H. P.
Mr. J. W. Law	Mr. G. H. P.
Mr. J. Myron Leavitt	Mr. G. H. P.
Mr. & Mrs. F. E. Lee	Mr. G. H. P.
Mr. J. H. Lewis & valet	Mr. G. H. P.
Mr. J. M. Little	Mr. G. H. P.
Mr. & Mrs. J. C. Low	Mr. G. H. P.
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Mr. G. E. Allen	Mr. G. H. P.
Mr. G. V. Annerman	Mr. G. H. P.
Mr. J. P. Baxter	Mr. G. H. P.
Mr. L. Becker	Mr. G. H. P.
Mr. Bienen	Mr. G. H. P.
Mr. and Mrs. H. F. Cameron	Mr. G. H. P.
Mr. J. E. Carey	Mr. G. H. P.
Miss "et al"	Mr. G. H. P.
Major & Mrs. H. Dunn	Mr. G. H. P.
Major & child	Mr. G. H. P.
Mr. J. H. Dorian	Mr. G. H. P.
Mr. Q. Edlund	Mr. G. H. P.
Sir James and Lady Erskine	Mr. G. H. P.
Miss K. Erskine	Mr. G. H. P.
Mr. & Mrs. Charles Gaspard	Mr. G. H. P.
Mr. C. Hahn	Mr. G. H. P.
Mr. L. Hahn	Mr. G. H. P.
Mr. W. S. Haver	Mr. G. H. P.
Mr. Geo. Harvich	Mr. G. H. P.
Mr. R. C. Hayer	Mr. G. H. P.
Mr. J. C. Hayer	Mr. G. H. P.
Master L. Hyer	Mr. G. H. P.
Mr. & Mrs. Ingensohl	Mr. G. H. P.
Misses Ingensohl	Mr. G. H. P.
Miss Irons	Mr. G. H. P.
Mr. Wm. G. Ives	Mr. G. H. P.
Mr. E. B. Jacob	Mr. G. H. P.
Dr. B. Keding	Mr. G. H. P.
Mr. & Mrs. A. A. Kees	Mr. G. H. P.
Mr. and family	Mr. G. H. P.
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Mr. J. S. Arwino, jr.	Mr. G. H. P.
U.S.N.	Mr. G. H. P.
Mrs. J. S. Arwine and child	Mr. G. H. P.
Mr. & Mrs. Jas. "D. Mrs. I. Arwine	Mr. G. H. P.
Mr. & child	Mr. G. H. P.
Mrs. B. Beasley	Mr. G. H. P.
Mr. F. Bevington	Mr. G. H. P.
Mr. & Mrs. N. F. Blanch	Mr. G. H. P.
Mr. E. K. Brownrigg	Mr. G. H. P.
Mr. B. Bulmer	Mr. G. H. P.
Mrs. Butcher	Mr. G. H. P.
Mr. D. D. Butcher	Mr. G. H. P.
Mr. & Mrs. W. L. Cartwright	Mr. G. H. P.
Capt. C. H. D. St. Clair	Mr. G. H. P.
ASC	Mr. G. H. P.
Dr. & Mrs. F. Clark	Mr. G. H. P.
Miss Elide Clark	Mr. G. H. P.
Miss E. C. Cram	Mr. G. H. P.
Mr. Cramden Dixon	Mr. G. H. P.
Miss O. Dixon	Mr. G. H. P.
ORIENTAL HOTEL	
Mr. & Mrs. J. L. Andrew	Mr. G. H. P.
Miss Andrew	Mr. G. H. P.
Mr. Wm. B. Boyce	Mr. G. H. P.
Mr. F. T. Champlin	Mr. G. H. P.
Mr. P. Currie	Mr. G. H. P.
Mr. Rob. Dittmar	Mr. G. H. P.
Mrs. Overton & child	Mr. G. H. P.
Mr. G. K. Hoppo	Mr. G. H. P.
Dr. P. Keyner	Mr. G. H. P.
Mr. Lennox	Mr. G. H. P.
Col. Robt. Love	Mr. G. H. P.